

C 455,775

JOURNAL OF TWO JOURNEYS



Fifth Battalion Commissioned at Camp Bradford, Va. 25 May '42.

Co's A, B & Section AB of Hdq. Co. left Camp Bradford, Va. 5 June '42. Arrived at Davisville, R. I. 6 June '42.

Co's A, B & Section AB of Hdq. Co. left Davisville 11 June '42. Arrived at San Francisco 15 June '42

Co's C, D & Section CD of Hdq. Co. left Camp Bradford, Va. 11 June '42. Co. D and Sect. D of Hdq. Co. arrived at San Francisco 15 June. Co. C and Sect. C of Hdq. Co. arrived at San Francisco 16 June '42.

Battalion left San Francisco aboard S.S. Lurline 16 June '42. Arrived at Honolulu, Oahu, T. H. 21 June '42.

Co. A & Section A of Hdq. Co. left Honolulu aboard U.S.S. Midway and Regulus 11 July '42. Arrived at Midway Islands 17 July '42.

Detachment left Pearl Harbor aboard S.S. Kilauea 19 July '42. Arrived at Palmyra 24 July '42.

Detachment left Pearl Harbor aboard U.S.S. Midway 30 July. arrived at Palmyra 5 Aug. '42.

Detachment left Pearl Harbor aboard U.S.S. Wright 1 Aug. '42. Arrived at Midway 5 Aug. '42.

Detachment left Pearl Harbor aboard U.S.S. Beryl 4 August '42. Arrived at Johnston Is. 8 Aug. '42

Detachment left Pearl Harbor aboard YHB-10, 10 August '42. Arrived at French Frigate Shoals 13 Aug. '42.

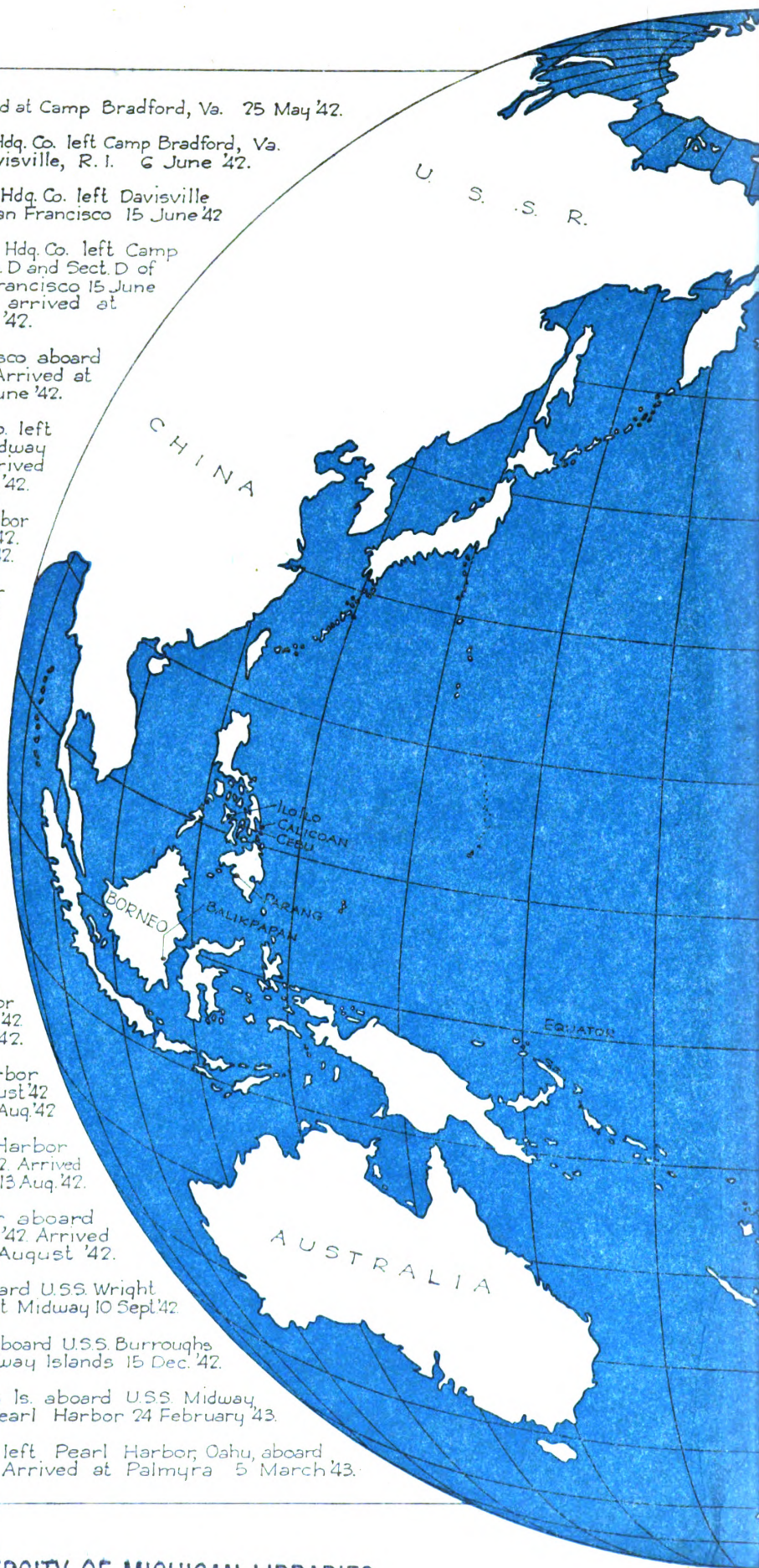
Co. D left Pearl Harbor aboard U.S.S. Midway 22 August '42. Arrived at Johnston Island 25 August '42.

Co. B left Pearl Harbor aboard U.S.S. Wright & Regulus 4 Sept. Arrived at Midway 10 Sept. '42

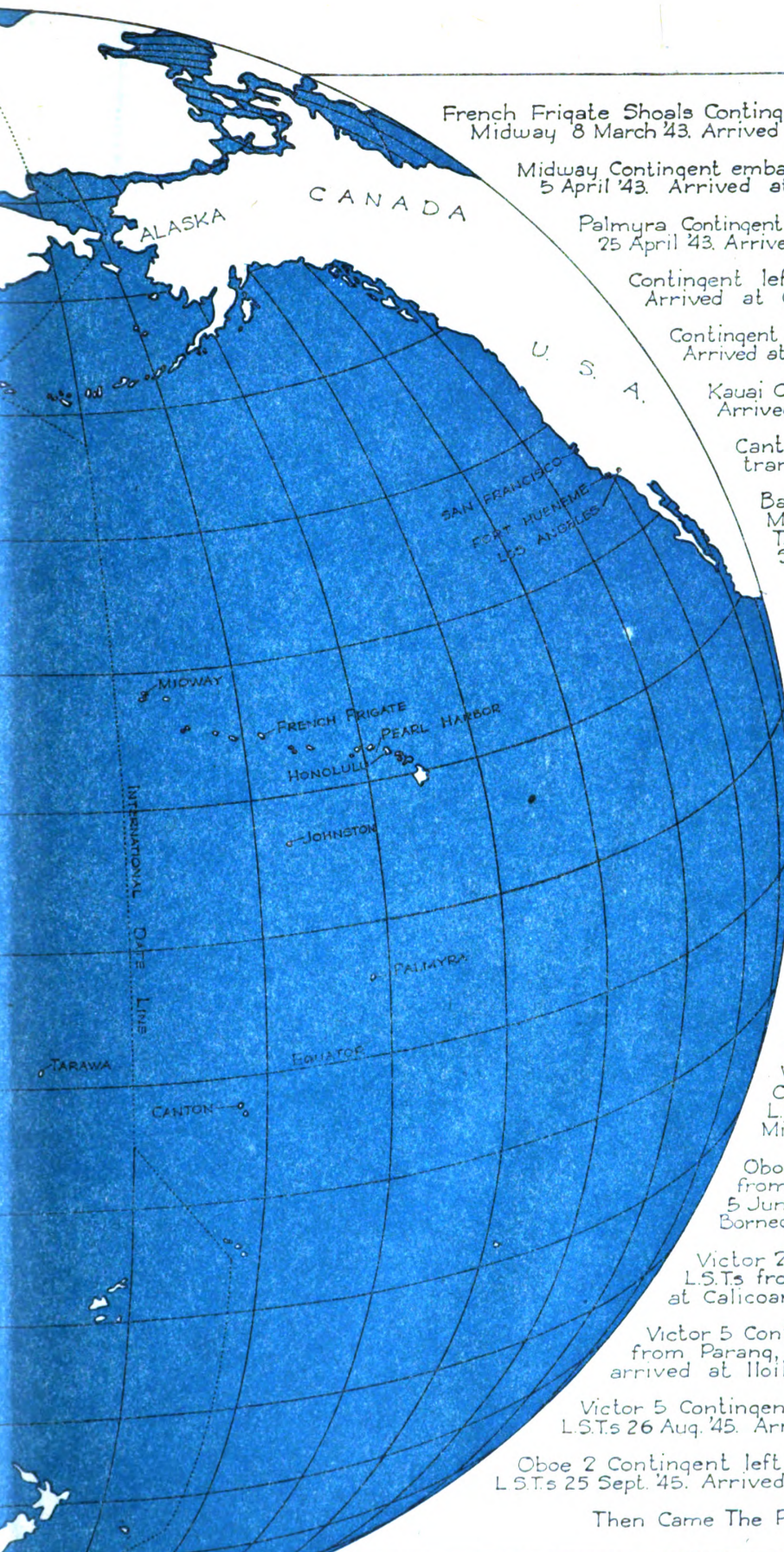
Co. E left Pearl Harbor aboard U.S.S. Burroughs 8 Dec. '42. Arrived at Midway Islands 15 Dec. '42.

Contingent left Johnston Is. aboard U.S.S. Midway 21 Feb. '43. Arrived at Pearl Harbor 24 February '43.

Johnston Is. Contingent left Pearl Harbor, Oahu, aboard U.S.S. Midway 28 Feb. '43. Arrived at Palmyra 5 March '43.



D
767.55:
15th
A52



French Frigate Shoals Contingent embarked on U.S.S. Midway 8 March '43. Arrived at Pearl Harbor 21 March '43.

Midway Contingent embarked on U.S.S. Henderson 5 April '43. Arrived at Pearl Harbor 10 April '43.

Palmyra Contingent embarked on U.S.S. Midway 25 April '43. Arrived at Pearl Harbor 30 April '43.

Contingent left Pearl Harbor 15 June '43. Arrived at Canton Island 21 June '43.

Contingent left Pearl Harbor 10 July '43. Arrived at Kauai, T.H. 11 July '43.

Kauai Contingent embarked 14 Sept. Arrived at Pearl Harbor 15 Sept. '43.

Canton Island Contingent was transferred to Regiment 16 Mar. '44

Battalion embarked on S.S. Matsonia at Honolulu, Oahu, T.H. 19 March '44. Arrived at San Francisco 24 March '44.

Battalion embarked at Port Hueneme on U.S.S. Cape Neddick 10 Jan. '45. Arrived at Calicoan, Philippine Is. 25 February '45.

Victor 2 Contingent left Calicoan aboard LSTs 1 April '45. Arrived at Cebu City, Cebu, 2 April '45.

Victor 5 Contingent left Calicoan 12 April '45 aboard LSTs. Arrived at Parang, Mindanao 17 April '45.

Oboe 2 Contingent embarked from Calicoan aboard L.S.T.s, 5 June '45. Arrived at Balikpapan, Borneo, 7 July '45.

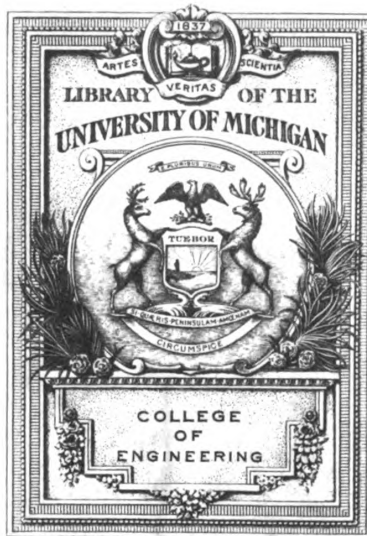
Victor 2 Contingent embarked on L.S.T.s from Cebu 25 May '45. Arrived at Calicoan 26 May '45.

Victor 5 Contingent embarked on L.S.T.s from Parang, Mindanao 26 June '45 and arrived at Iloilo, Panay 28 June '45.

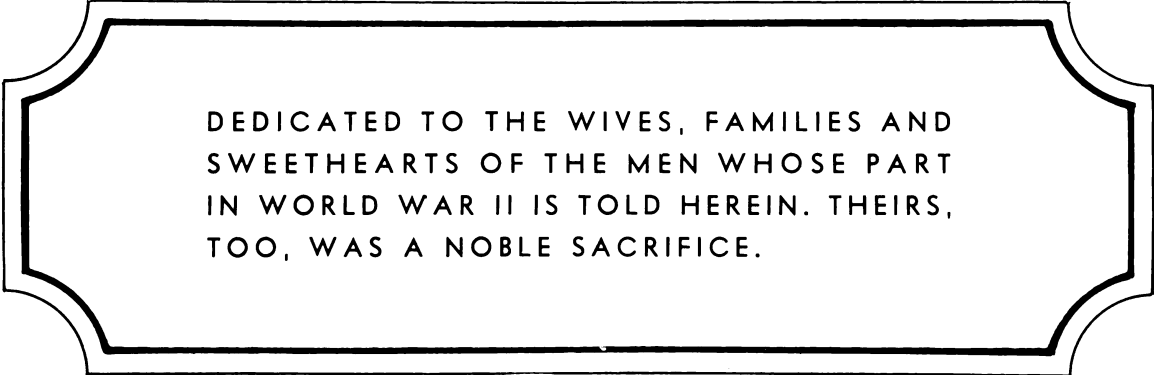
Victor 5 Contingent left Iloilo, Panay aboard L.S.T.s 26 Aug. '45. Arrived at Calicoan 27 Aug. '45

Oboe 2 Contingent left Balikpapan, Borneo aboard L.S.T.s 25 Sept. '45. Arrived at Calicoan 28 Sept. '45.

Then Came The Point System.



THE GIFT OF
Admiral H.C. Cotter



DEDICATED TO THE WIVES, FAMILIES AND
SWEETHEARTS OF THE MEN WHOSE PART
IN WORLD WAR II IS TOLD HEREIN. THEIRS,
TOO, WAS A NOBLE SACRIFICE.

On these pages is the imprint of a memory ---- conceived by the work and sweat, and by the play and laughter, of the men of the Fifth Battalion. Ours was an outfit which entered the service during the early months of the war and which was destined to retain its identity until the cessation of hostilities. It was composed of simple, honest, freedom loving men -- carpenters, butchers, plumbers, bakers, tinsmiths, clerks, welders, riggers, accountants and laborers -- older men, most of them, but all then dedicated to the service of their country and to the liberty which at the time had been exposed to the threat of extinction.

Now the war is over and many of these men have gone home. By the time these words appear in the publication for which they were intended, the rest of us will have returned. The job we set out to do early in 1942 has been finished and now there is much peace in our minds.

Here is the story of three and one half years of hard work, of recreation, and of play, in which each one of us had some small part. Ours was not the supreme sacrifice but our contribution was given willingly and cheerfully -- the long arduous hours under a tropical sun, the years away from our loved ones and families, the farewells and the goodbyes, and finally, the months of impatient waiting.

Now we pledge ourselves to share as equally in the making and maintaining of the peace as we did in actually forcing it upon the would-be conquerors. It is hoped that this publication will in some way keep us reminded of our future duty as civilians and of the part we must play in keeping the world at peace and Fascism a thing of the distant past.

The Editor



LIEUTENANT COMMANDER
EDGAR S. WINHAM

(CEC) USNR

Officer-in-Charge
Fifth U. S. Naval Construction
Battalion

This journal has been compiled as a record of the deeds of the men of the Fifth Naval Construction Battalion. It has been the aim of the editors to highlight your work and those lighter moments of recreation which punctuated your tour of duty with the Battalion.

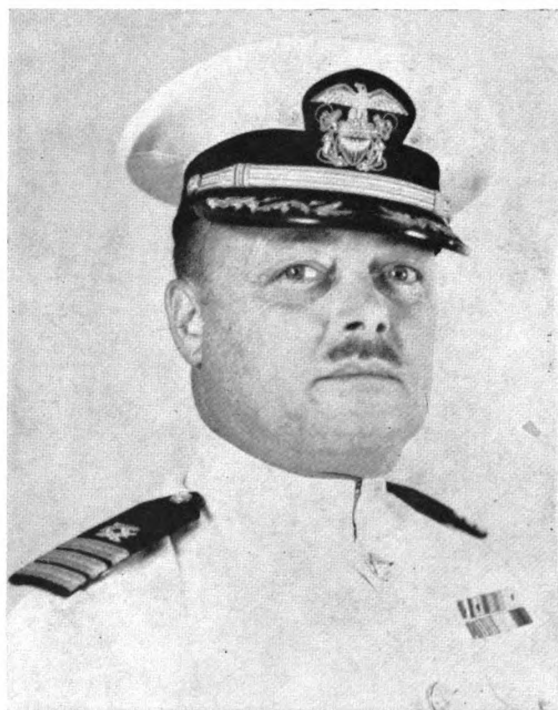
Your pride in the Battalion, your loyalty to its aims, and your willingness and cooperation at all times, have made possible a successful organization which from your efforts alone has a record of which you can be justifiably proud.

It is our hope that this book may be a source of enjoyment to you when in time to come, a perusal of its pages will bring back memories of World War II days in which you played such an important part.

E. S. Winham



HOWARD P. POTTER
 Captain, C.E.C., USNR
 Officer-in-Charge
 May 1942—December 1942



KENNETH M. WEST
 Commander, C.E.C., USNR
 Officer-in-Charge
 January 1943—June 1943



NORMAN C. ESTES
 Lt. Comdr., C.E.C., USNR
 Officer-in-Charge
 June 1943—November 1943



OUR EXECUTIVE OFFICER

LT. WILLIAM F. BODE, CEC, USNR

Some of us have had the privilege of serving with the battalion for the whole of our Navy lives, and I happened to be one of those more fortunate people. I say "privilege" and "fortunate" because we in the Fifth like to think we were the "best," and I am grateful for having had this long affiliation with all of the men who made the battalion what it was.

Associations which ordinarily take years to cultivate, were, in a short space of time, made into what will probably turn out to be life-long friendships. In addition, I am sure that we have all gained a better understanding of our fellow men. We needed that understanding before, but now that we have it, there is that much more assurance for the future peace.

It seems that there are few things which can adequately compensate for one's having spent so much time away from home, but we have certainly been through one of them. It was a small price to pay for the privilege of retaining peace in our time.



LT. WILLIAM M. GRIFFIN, JR.
Company A



LT. RICHARD C. HARRINGTON
Company B



LT. THOMAS N. UFFELMAN
Company C

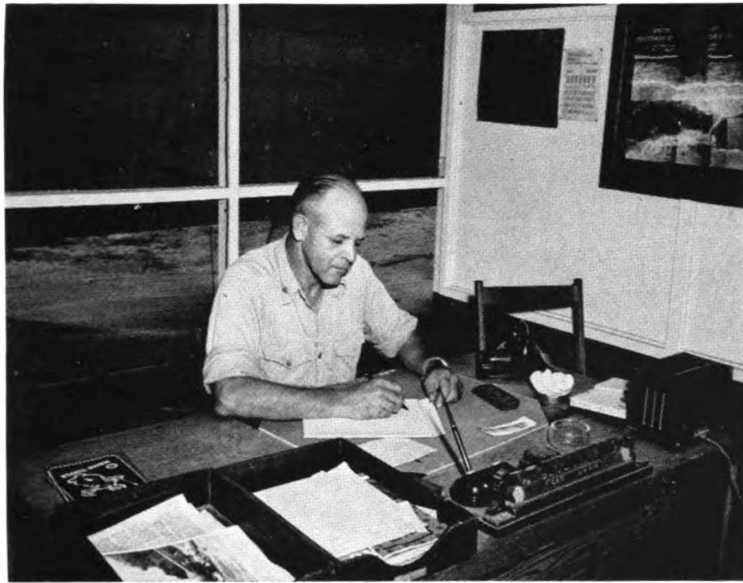


LT. FRITZ B. WAGOR
Company D

COMPANY COMMANDERS



LT. DONALD M. MONROE
Headquarters Company



THE "SKIPPER"

THE EXECUTIVE OFFICER

The Executive Officer is the second in command and, as the title infers, is charged with the execution of all orders issued by the Officer-in-Charge. He is senior to all the department heads and his advice is considered before outlining the various duties. He is the planner of the Battalion in all matters referring to construction, engineering, welfare, supply and recreation and when executing the orders of the Officer-in-Charge he takes precedence over all other officers. In the absence of the "Skipper," the Executive Officer assumes command.

Lt. William F. Bode, our Executive Officer, is a graduate of Massachusetts Institute of Technology, 1936, and was associated with Warren Brothers Roads Company before entering the Navy. He has been with the Battalion since its commissioning, going through training at Camps Allen and Bradford. As company commander of Co. D, Lt. Bode became Officer-in-Charge of that group when they were detached to Palmyra Island for duty in 1942. In November 1943 he became Executive Officer and has remained in that capacity ever since.

OFFICER-IN-CHARGE

The Officer-in-Charge is a title that fully describes the "Skipper." He is responsible for the efficiency, discipline and morale of the organization. From him come the orders for military movements, for engineering and construction, for the welfare of the personnel and for the general health and comfort of the individuals.

He must be a disciplinarian, for, in a military organization the first rule is discipline. The Officer-in-Charge must see that justice is administered at all times, he must be temperate, a good leader, a moral example and a moulder of men.

Lt. Comdr. Edgar S. Winham, our Officer-in-Charge, a graduate of Stanford University, 1920, was affiliated with the Standard Oil Co., of California at San Francisco and the National Supply Co., of Fort Worth, Tex., before entering the Navy. He was commander of Co. A when the Battalion was commissioned and became Officer-in-Charge of the Midway detachment which consisted of Companies A, C and part of B. He became our "Skipper" in November of 1943.



THE "EXEC"

THREE AND ONE HALF YEARS....



..... IN WORDS AND PICTURES,



... these are ...



... your officers ...



... some were ...



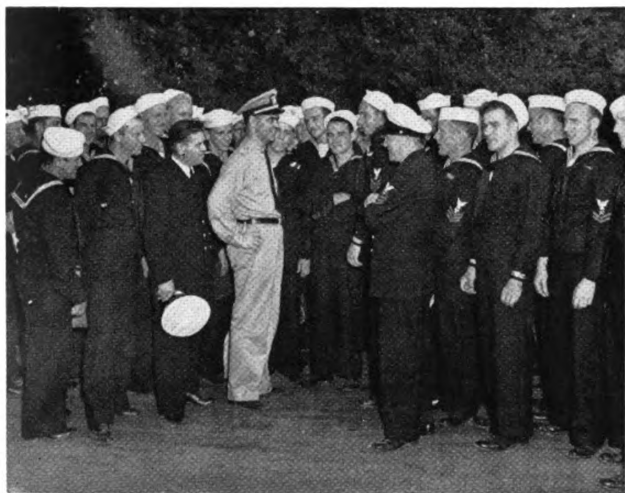
... to have ...



... stayed for ...



... four years ...



... after that, it was just a maze ...



... building sidewalks ...



... of interesting events ...

Like most outfits in the Navy, we were born in boot camp. After that, it was just a maze of interesting events and things we won't forget in a hurry ... days at Camp Allen ... hi ya Mac ... where ya from? ... you'll be sor-ree! ... cleaning one barracks ... moving to another ... ditto ... drill, exercises, lectures, picking up butts ... shots ... more shots ... more butts ... "do I have to stand in that damned line just for food?" ... "it aint food, Mac, it's chow!" ... more drill more exercise ... getting acquainted ... dreaming of that first "night-liberty" ... that first "night-liberty" ... Norfolk ... a million sailors on liberty at once ... try and get a beer ... reveille next morning ... ya gotta get up, ya gotta get up ... Carl Amend: "Meet my wife Zelma" ... these are your officers ... some were to stay for four years ... packing up to leave ... Camp Bradford ... digging up roots ... building sidewalks ... Shato's bread ... "embarkation leave" ("are you kiddin, jockey?") ... policing camp ... perimeter guard ... liberty (well, you did get to Virginia Beach once, didn't ya!) ... shots ... packing up to move ... Co. A and Co. B to Cape Charles Ferry enroute to Quonset Point ... Carl Amend: "Has anyone seen Zelma?" ... the stables ... chicken coops for CPO's ... advance training ... policing up ... liberty (a guy can dream, can't he!) ... he did ... orders changed ...



... and things we won't forget ...



... in a hurry ...

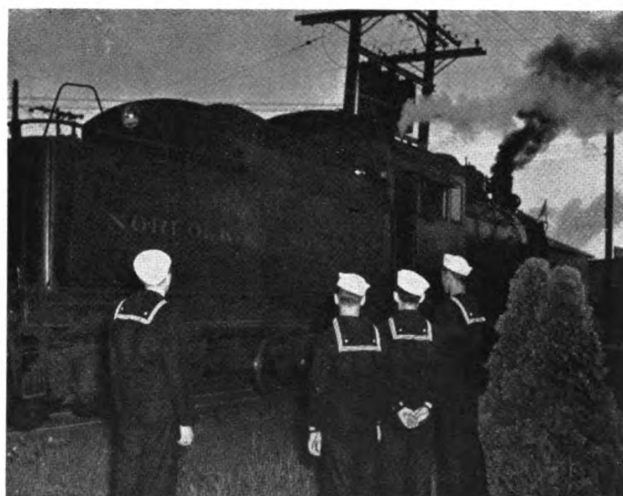


... you'll be sor—reel ...



... born in boot camp ...

A and B pack up to move ... "Has anyone seen Zelma"
 ... H and C and D pack up to move ... four trains move
 to the West Coast ... a thousand Bees in dress blues
 freeze in Frisco in June ... first struggle with a seabag
 on a gangplank ... salute the quarterdeck ... the crowded
 transport ... days of sailing ... water everywhere ... gun
 watches ... no room for exercise ... the best chow we've
 ever had ... more water ... more watches ... Honolulu
 ... dress whites ... dirty seabags ... dirty whites ...
 advance training ... Puuloa rifle range ... condition one
 ... the broken gas mask lenses ... thanks to '03's, black
 eyes, swollen cheeks, cut lips, bloody noses, sore arms, black
 and blue shoulders, ... liberty ... Honolulu ... River
 Street ... Waikiki ... Co. C and Co. D living in the Naval
 Housing Area ... Co. A and Co. B. in the Pearl Harbor
 barracks ... Co. A leaving for Midway on a seagoing row-
 boat ... days and miles of sailing ... gun watches ...
 sub alert ... Chief Olsen standing by on the double ...



... try and get a beer ...



... liberty (a guy can dream can't he?) ...



... packing up to move ...



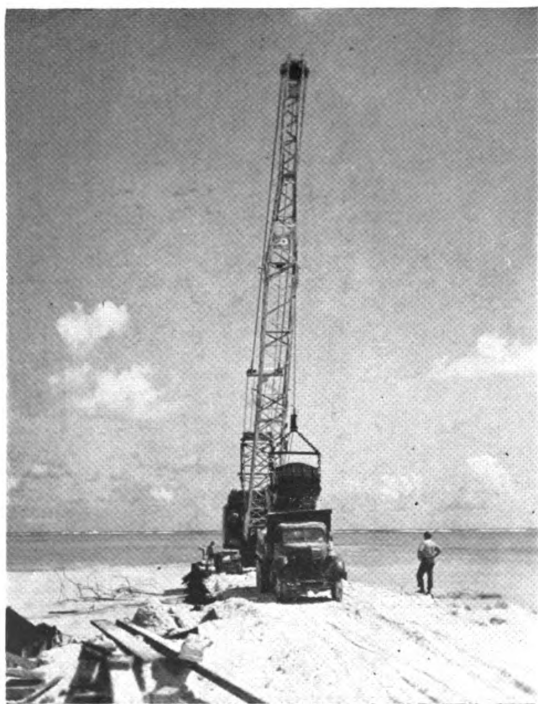
... the Japs did ...



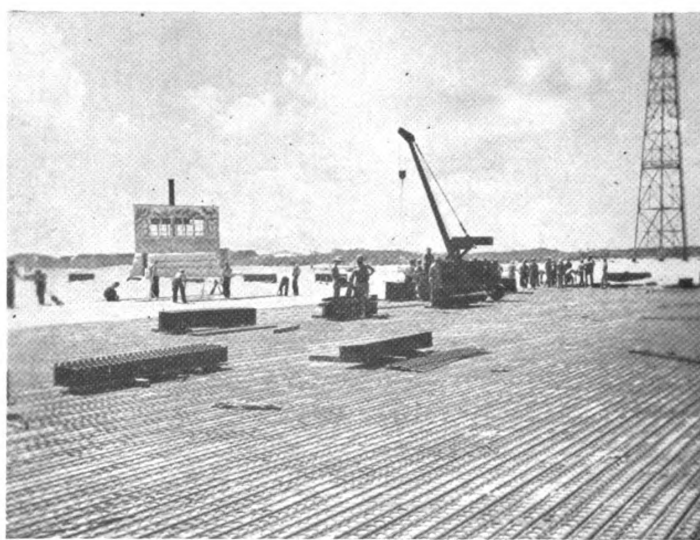
... a good job ...

sub sunk ... all clear ... a sand spit in the ocean ... Midway ... the Japs did a good job ... but we did a better one ... no training here, but the real thing ... work, work, work, ... work against time ... speed ... more speed ... wrecked installations torn down ... new structures ... the first night alert ... "ya damned fool, turn

off that light" ... "gimme my pants" ... "them's my shoes" ... "where the hell's my rifle?" ... foxholes ... strained eyes ... watching, waiting ... scared, sure ... scared to death, but ready ... Cudd called Bass ... Chillie misunderstood, put on his gas mask, and hollered "where?" ... more alerts ... battle stations and foxholes again ... the thrill of seeing bombers take off from the runways we had built ... why, this was the beginning of the road to Tokyo! ... Charikofsky bashing his brains with a helmet minus liner, and leading big Andy down the runway during an alert ...



... we did ...



... a better one ...



... a sand-spit in the ocean ...

... Co. C leaving Pearl to join the men of Co A at Midway ... gunwatches and sub alerts ... everywhere, the Pacific ... Pappy Ewing on watch and a shout for help in the night ... man overboard ... "to hell with regulations, stop the convoy!" ... one lucky sailor, wet and exhausted, but safe, dragged aboard ... debarkation at Midway ... greeting old friends in Co. A ... then the ceaseless days of work, fast work, hard work ... Gooney Birds, millions of them ... their stupid antics ... hell, they're the Jimmy Durante's of bird-dom ... CB nests for them ... Sunday parades ... reviews for those getting

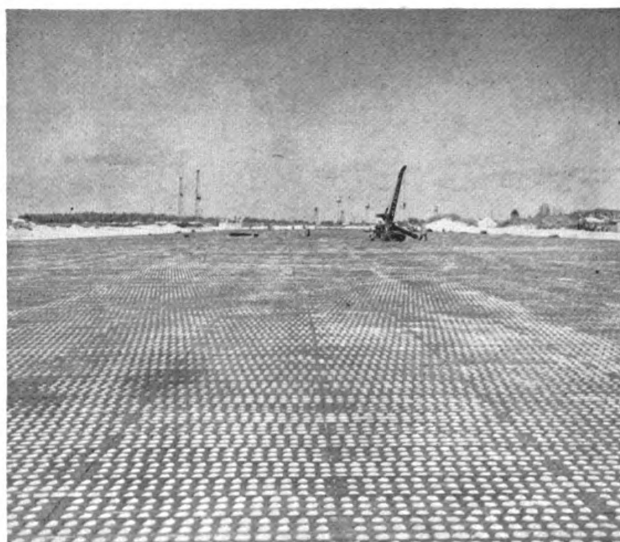


... Sunday parades ...

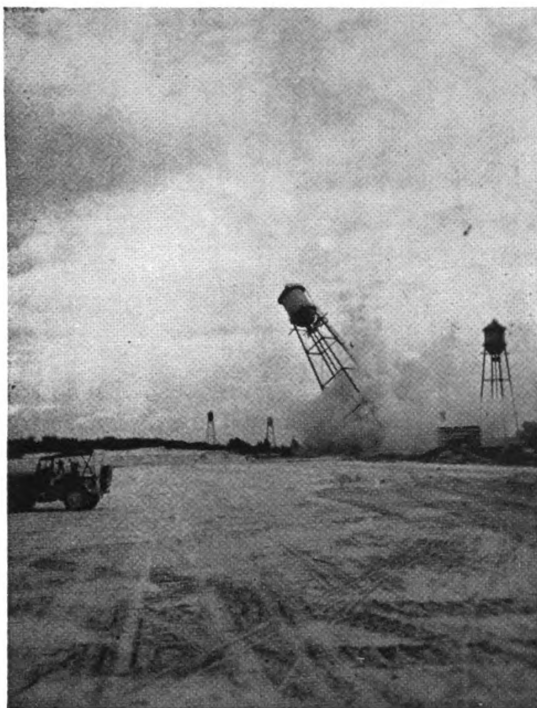
medals ... the beer hall ... arrival of the 10th battalion ... competition therewith in work and sports ... Tokyo Rose (Pop Ewing's only rival) ... "free loaders" in the chow line, ours the best on the island ... the arrival of the 50th battalion ... Co. A and Co. C boarding the Henderson ... return to Pearl Harbor.



... millions of them ...

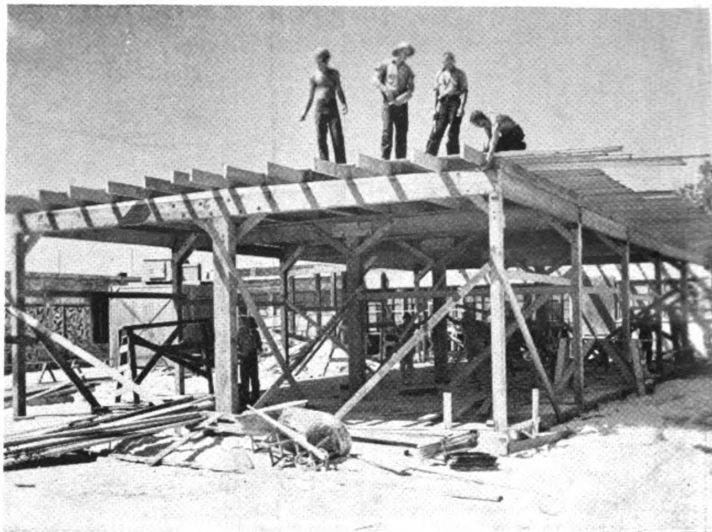


... beginning of the road to Tokyo ...



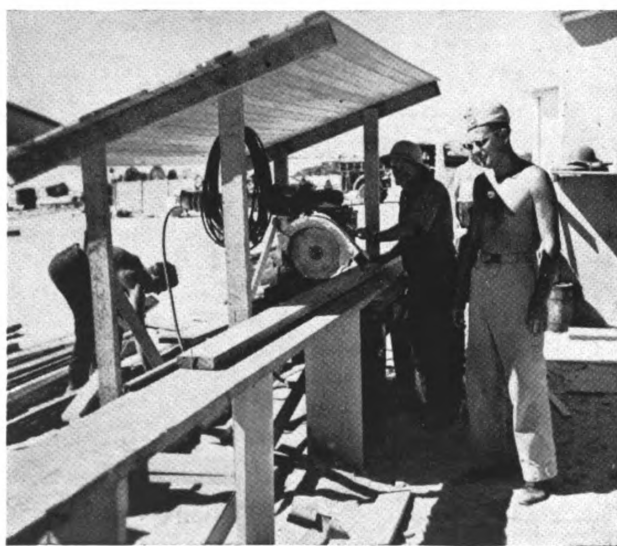
... installations torn down ...

... advance party from Co. D leaving for Palmyra ...
 "do we have to ride on that scow?" ... collision with a
 barge ... rigging lost ... all hands seasick ... engines
 stopped ... ship bobbing like a cork ... finally underway

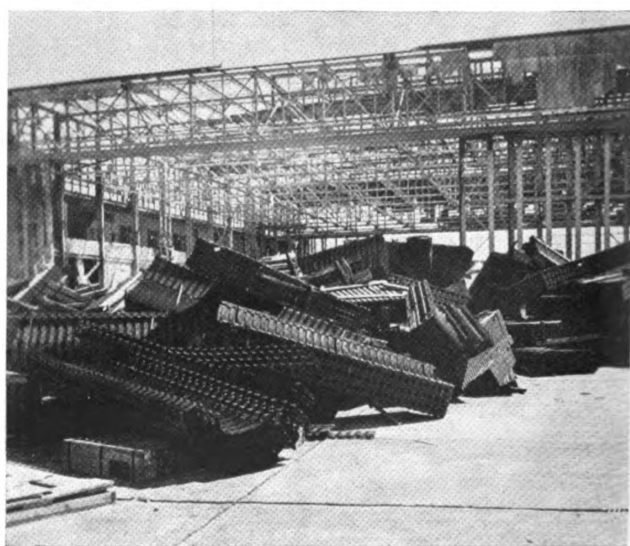


... new structures ...

... drill instructions and GQ ... engines stopped again ...
 no escort ... what a target for a sub ... underway again
 and feeling better ... the Bees help man the ship ... warm-
 er every day ... for a beer, they'd trade the ship ... days
 and miles of water ... Palmyra ... all hands ashore, dress
 whites and battle gear ... good lord, are we fightin' a
 war or passing in review? ... Palmyra Marines and Navy



... no training here ...



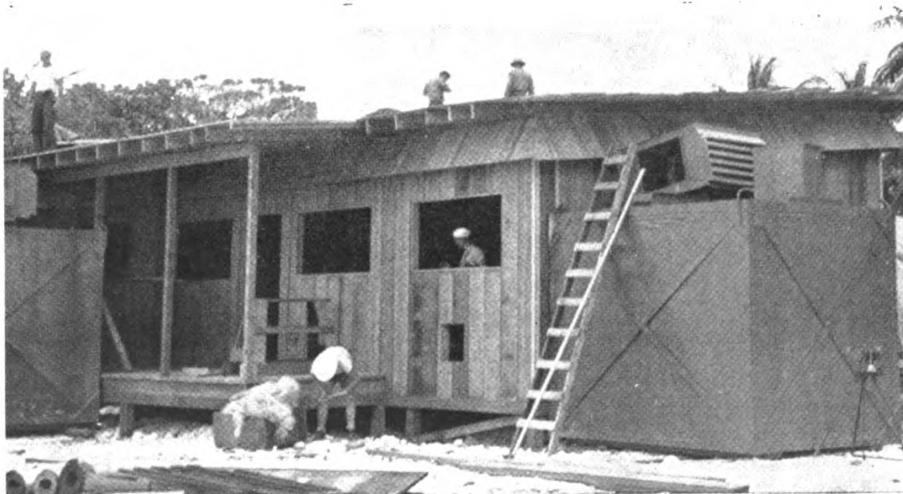
... but the real thing ...



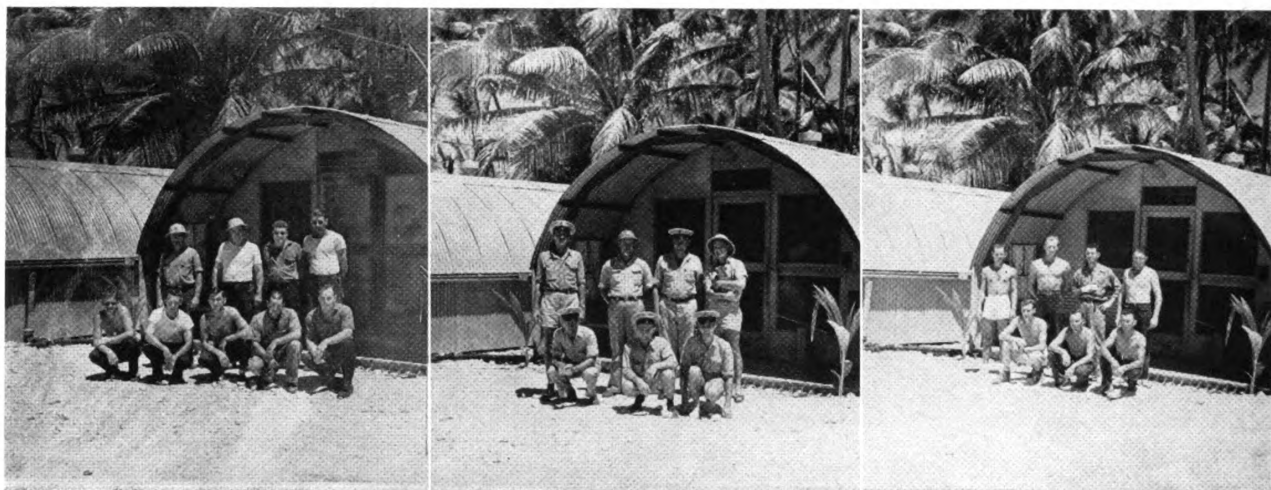
. . . little time for sports . . .

"natives" amazed . . . what the hell are Sea Bees, men from Mars? . . . the siren screams three times . . . unidentified plane? . . . what do we do now? . . . two days to convince everyone we were human . . . the rest of the detachment arrives . . . work, fast work, hard work . . . pushed on by the relentless Lt. (then a "jg") (Wild Bill) Bode . . . like Fred Harvey's slogan "Get them up earlier and slice the

meat thinner" . . . good chow, nevertheless . . . Lt. Bode getting them up earlier and Johnnie Byrnes slicing it thinner . . . A. D. Baldwin our All-American drinker . . . too much to drink and confined under guard . . . same difference, though, . . . the guard forgot about the hair tonic . . . Baldwin's famous upside down left handed salute . . . Jake Johnson and his classic remark at the beer hall "Any extras



. . . good chow, nevertheless . . .

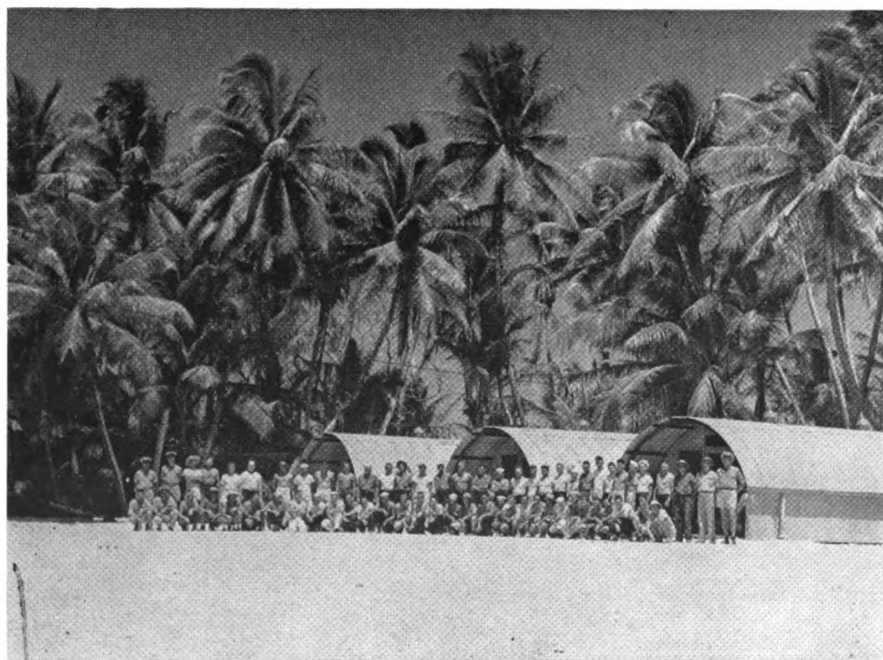


... Marines and Navy "natives" amazed ...

today, mates?" ... alert at night ... rifles in the dark and two feet in one shoe ... Xmas and the dress parade ... all the beer you wanted ... "Cement" Beck ... he wore three bags of the stuff every day ... the lumber pile for extra duty men ... Frank Cartoscelli giving hair cuts to Admiral Nimitz and Frank Knox and driving a truck, all in the same day ... the poem about Pelican Joe ... listening to Chief

Stiles build everything from Sandy Hook to the Panama Canal taking time off only to raise ships in the English Channel ... little time for sports except for some softball and basketball ... nine months of hard work ... the arrival of two companies of the 76th battalion ... the return to Pearl Harbor.

... the advance party of Co. B leaving for French Frigate



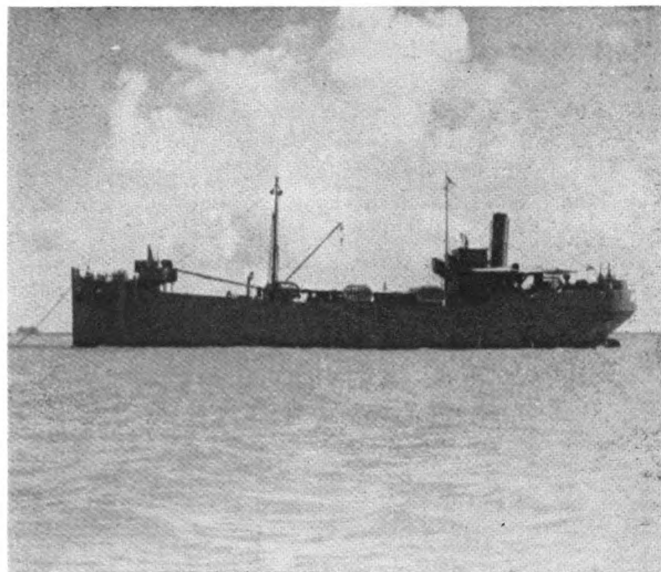
... men from Mars ...



. . . a sandbar had become a runway . . .



. . . a Marine transport the first to land . . .



. . . our home for the next seven months . . .

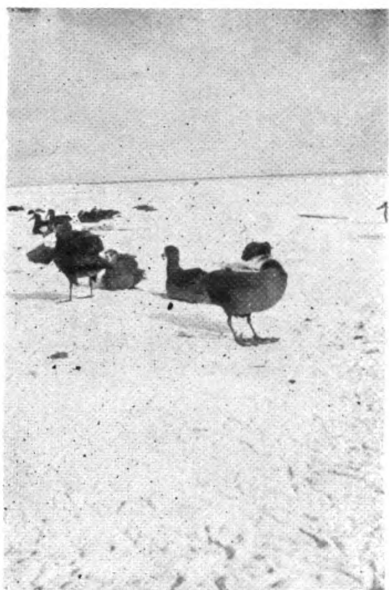


to protect the installations . . . and the island . . .



. . . ancient Moana Loa . . .

Shoal . . . big boss Lt. (Bull) Van Schaick . . . two barges of heavy equipment towed along with the convoy . . . French Frigate . . . nothing but a menace to navigation . . . (oh yeah!—just wait a few months!) . . . no vegetation . . . here and there a blade of grass . . . birds, thousands of 'em . . . rotten food and little water . . . Pete Peterson (now CphM) our only doctor. Chief Charlie Roberts getting sunstroke at three o'clock in the morning (it says here!!) . . . came orders to vacate the island . . . taking refuge behind another sand spit with only one BAR, 5 rusty '03's, and 2 50-cal. MG's . . . returning after forty hours . . . sighting



... thousands of them



... some men living ashore



... others living aboard ship.

three ships (including the ancient Moana Loa which was to be our home for the next seven months) with the rest of Co. B aboard . . . unloading worn out equipment in sand so dry and soft, we could hardly walk . . . no Army here . . . no Marines here . . . work by day and man the guns by night . . . patrol the harbor . . . work, work, work, . . . one shift from daylight to 1300, the other from 1300 'till dark . . . work one shift . . . guard duty one shift . . . some men living ashore, others living aboard ship . . . all chow served from the ship, usually cold by the time it arrived on the job . . . driving piling completely around the island to protect the installations and the island . . . actually, a floating airstrip . . . fuel tanks and other structures . . . waiting for supply ships and mail deliveries . . . planes dropping mail, sometimes on the island, sometimes in the water . . . no movies for four months . . . the storm on Thanksgiving Day, 1942 . . . some damage, but not much . . . the Moana Loa breaking anchor and going on the reef . . . springing a leak but soon fixed by the Bees . . . the supply ship going aground and taking three days to be re-floated . . . a Marine transport the first plane to land on our runway . . . after that, mail once a week . . . a sand bar had become a runway, and the runway, an island . . . job done . . . the return to Pearl Harbor.

. . . second half of Co. D packing up to leave . . . nobody reluctant at having to leave Pearl . . . Lt. Uffelman passing out ammunition on the dock . . . Marines on duty at the ship wondering who we were and what we were . . . Navy uniforms, Marine packs, and Army rifles, at least it looked that way . . . aboard the U.S.S. Midway . . . "don't run from one side of the ship to the other!" . . . GQ in the morning . . . GQ at night . . . the Southern Cross at night . . . gun watches . . . "railing" watches . . . "no smoking down there, mate!" . . . Frank Kaiser showing electricians how to climb poles . . . the albatross which, much to Captain Knackel's dismay, relieved itself regularly on the bridge . . . this can't be all one ocean . . . there ahead was what appeared to be a small wooden crate bobbing around in the water . . . that, my friend, is Johnston Island . . . now, how in hell could the navigator find a place as small as that? . . . debarkation at Johnston . . . a Marine asking if we had requested that duty . . . first day spent in cleaning rifles and fixing up living quarters . . . then work, work, work, . . . speed and more speed . . . fuel tanks . . . bomb shelters . . . runways . . . bomb shelters . . . more bomb shelters . . . enough we thought to sink the island . . . McGarry always a source of fun and trouble . . . McGarry with a pail of water mistaking the dentist for Smoky . . . the dentist mistaking nobody for McGarry returning the pail . . . and the water . . . GQ . . . "that's my rifle" . . . B. J. Walker and Williamson clashing head on . . . no words . . . just getting up and hurrying to GQ stations . . . Ray Gloré's pot shot at the guy who was "Just a Sailor's Sweetheart" . . . Pete Troy, the fastest walker in the island . . . when Boats Johnson was behind him . . . Cronin betting on everything including the sunshine . . . work, work, work, . . .



. . . now the whole battalion back at Pearl . . .

move bomb shelters . . . eight months of bomb shelters and magazines . . . at last the day . . . embarkation . . . Honolulu again.

. . . now the whole Battalion back at Pearl . . . two weeks liberty . . . Honolulu . . . giving vent to all those pent up feelings . . . beachheads on River Street . . . Waikiki, with war-time entanglements . . . the Breakers . . . Hilo . . . Maui . . . the Royal Hawaiian . . . Kaimuki . . . two weeks pass . . . back to earth . . . drill, drill, drill, . . . Camp Catlin . . .



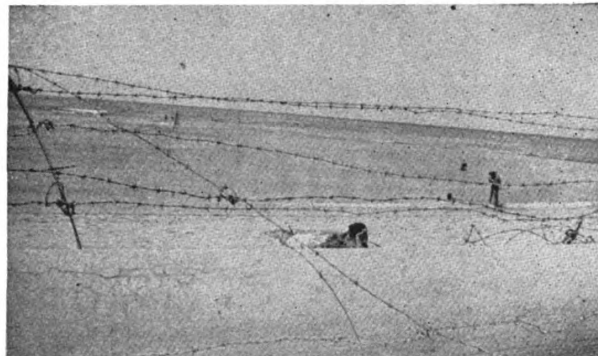
. . . two weeks' leave . . .

right flank, left flank, rear march, right turn, left turn, . . . drill, drill, drill, . . . then back to work on a project second to none . . . JRA . . . the Battalion working together as a unit for the first time . . . runways for land planes . . . water ways for seaplanes . . . ramps, piers, shops, . . . hangars, repair facilities, freight building, operations tower . . . taxi ways, parking areas, turnarounds, . . . water lines, sewer lines, gas lines, . . . roads, housing, warehouses, . . . laundry, fire station, Ad building, . . . the draft of men going to

. . . Waikiki with . . .



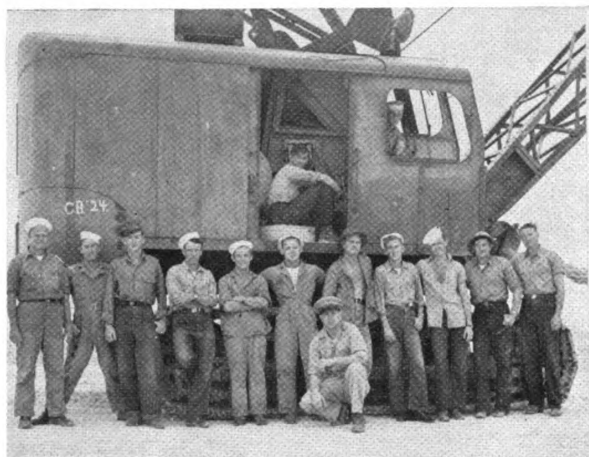
. . . wartime entanglements . . .



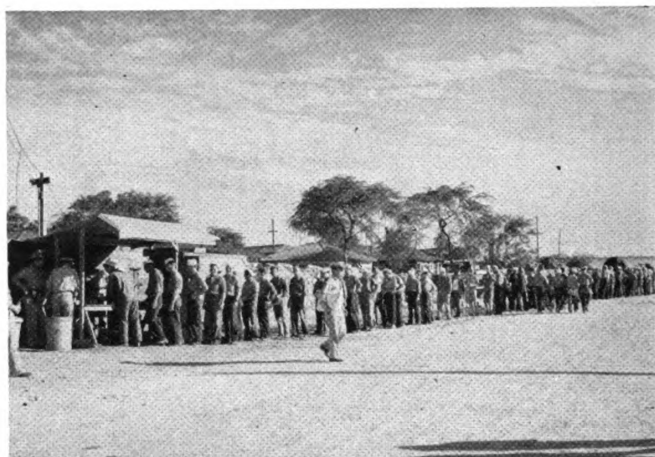
. . . nobody ever fished . . .



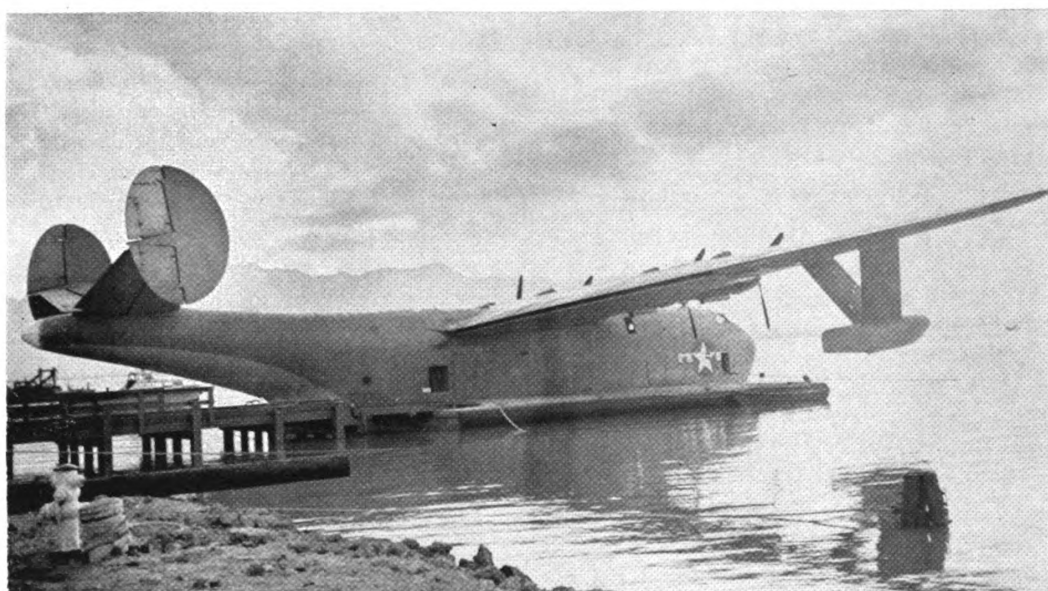
. . . the trips around the island . . .



... back to earth ...



... right turn ...



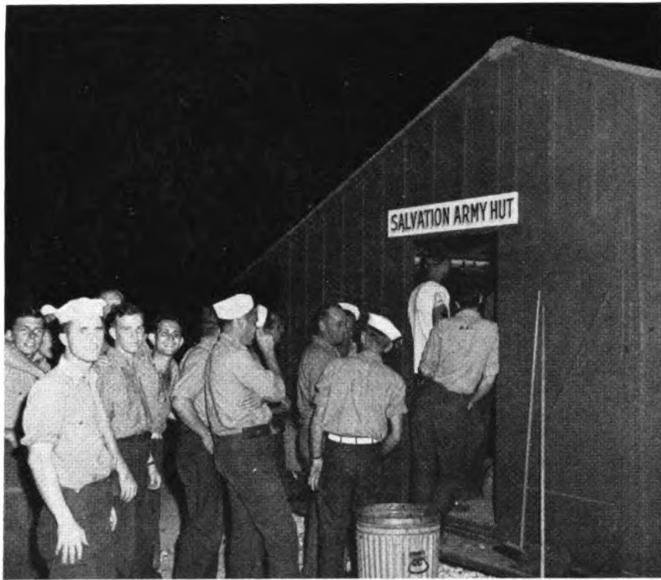
... a project second to none ...



... paint locker luaus ...



... Sunday rides everywhere ...



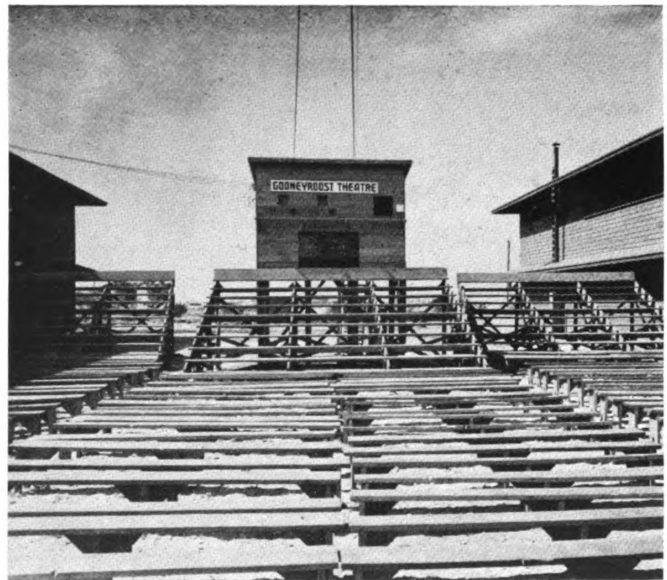
... our second Christmas ...



... away from home ...



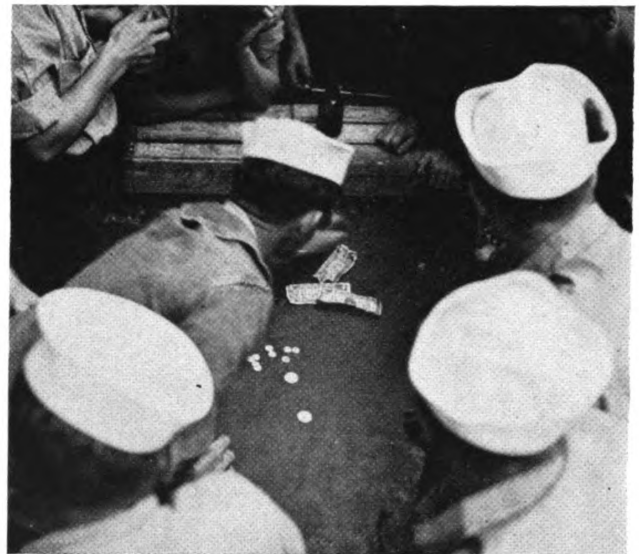
... league leaders for awhile ...



... with mosquitoes ...



... repair facilities . . .



... pay lines . . .

Canton . . . the draft of men going to Kauai . . . OinC, Lt. Monroe . . . wrong boat . . . finally Kauai . . . warehouses, port director, . . . housing, direction finder . . . the champion softball team . . . the trips around the island . . . back to Pearl in September '43.

. . . JRA again . . . our second Christmas away from home . . . the beer busts and USO Shows . . . Sunday rides . . . open air movies with mosquitoes . . . Amend's famous fishing parties . . . no one ever fished . . . the Fifth band

playing for local dances . . . Lefty's baseball team . . . league leaders for a while and finally runners up in the tough Hawaiian league . . . liberties and the Shore Patrol . . . the volunteers for Commander Van Schaicks 14th Special job at Tarawa . . . Sam Black and the paint locker luaus . . . the Sunday luau and barbecue at the NYA grounds . . . the Allen Jenkins Show . . . "Listen Judge" . . . Guadalcanal Sal . . . beer lines, chow lines, Ship's service lines, pay lines, laundry lines, bus lines, liberty lines . . . dreams of home . . . the death of our two mascots, Seabee I and Sea-



... the Fifth band playing . . .



... for dances . . .



Brigade Headquarters—here it was decided that there would be



. . . no work in the pineapple fields tomorrow . . .



. . . in Ventura . . .



. . . USO dances . . .

bee II . . . the Skipper's famous line "We haven't lost any ground!" . . . and the Skipper's most famous line "No work in the pineapple fields tomorrow!" . . . relieved by the 67th . . . aboard the Matsonia . . . the Golden Gate . . . YEOW!!! . . . Camp Parks . . . 30 days leave . . . home . . . back to Parks . . . drill, lectures, drill, schools, rifle range, commando training . . . no kicks with new light carbines . . . liberty . . . Oakland, San Francisco . . . no tailor made blues . . . Hayward, San Jose . . . Embarkation leave . . . 15 days leave . . . the Challenger . . . TWA . . . UAL . . . AAL . . . Back to Parks . . . orders to move . . . over-

night to Port Hueneme . . . drill, lectures . . . march to the MT area . . . shots and more shots . . . dance at Bards Barn . . . liberty . . . Oxnard, Santa Barbara, L. A., Hollywood . . . the USO in Ventura . . . Oxnard, "no vacancy" . . . Ventura, "no vacancy" . . . lectures and drills . . . transfers . . . bidding goodbye to old shipmates . . . welcoming aboard the new . . . the Virgil Bass philosophy . . . emergency leaves . . . PNAB . . . Gando . . . Hueneme fog . . . embarkation leave . . . boarding the Cape Neddick . . . a short stop at Pearl . . . not like it used to be . . . endless days of sailing . . . former battle fields . . . Eniwetok . . .



. . . no tailor made blues . . .



. . . Louisiana Bees at Hueneme . . .



. . . The Challenger . . .



. . . sleepless nights . . .



. . . all secure . . .

"twelve planes just left Truk . . . they'll be here in forty minutes . . . stand by mate" . . . endless miles of water . . . Ulithe . . . sub alert . . . "look at that DE go" . . . "let's get outta here!" . . . Leyte . . . Samar . . . Calicoan . . . the Japs had gone . . . jungles, heat, rain, insects, lizards, rain, snakes, rats, more rain, scorpions, centipedes, . . . alerts, sleepless nights, all secure . . . "try and find a dry place to sleep!" . . . clearing out the heavy growth . . . the camp

was completed . . . post office, barber shop, Ship's Service, brand new galley, Seahorse Bowl . . . church on Sunday . . . ABCD . . . NSD . . . Calicoan Highway . . . all big jobs . . . deadlines must be met . . . trading with the natives . . . tuba . . . lookie no touchie . . . how much Joe . . . op to you . . . two peso . . . not enough . . . you got laundry . . . one mattress cover . . . the Co. D detachment leaving for Victor 2 and Cebu . . . the draft of Co. C leaving for Vic-



. . . clearing out the heavy growth . . .



. . . the Japs had gone . . .



... the camp was completed ...



... more rain ...



... lookie, no touchie ...



... movies every night ...



... one mattress cover ...

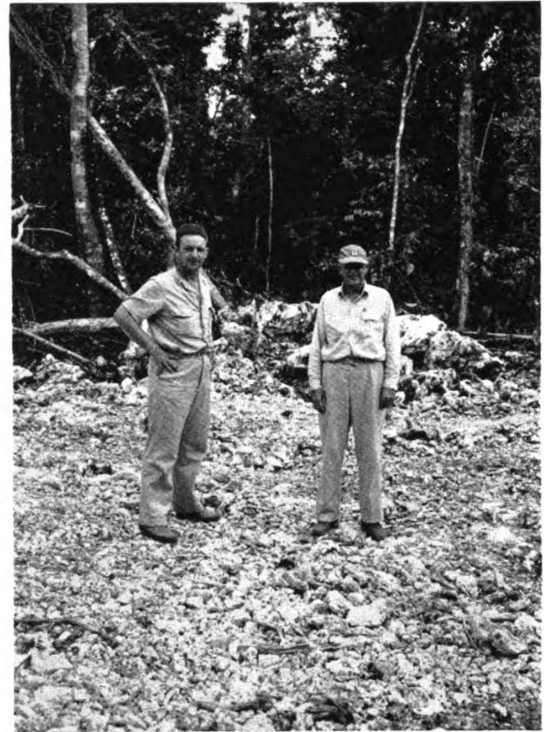


... op to you ...



... deadlines had to be met ...

or 5, Panay and Ilo Ilo ... the draft of Co. A leaving for Oboe 2 and Balikpapan ... "bet they're gonna break us up" ... no they won't, the boys'll be back ... plenty of work ... rationed beer ... movies every night ... USO Shows ... music ... 42-old discharge system ... Shank, Allen and Robinson born too soon ... PEACE ... "so the bastards finally got enough!" ... is it true? ... "who cares if the Emperor stays in" ... "OK, so he'll do what he's told" ... IT'S OVER! ... "I'd like to be in Frisco



... all big jobs ...

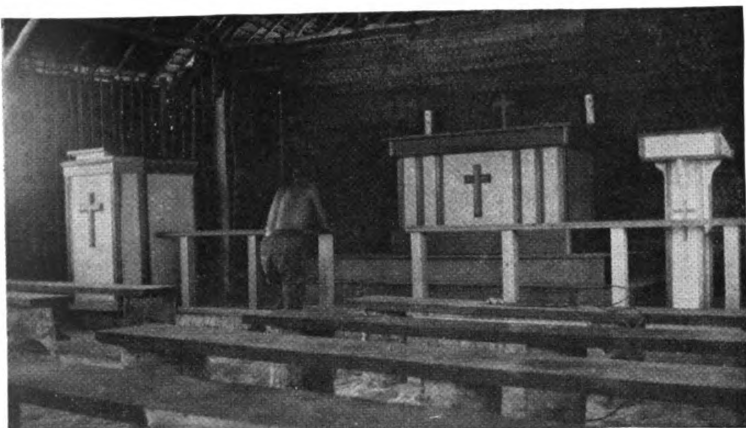
tonight" ... the point system ... three and one-half years and now we're going to get that "paper" ... a lot o'guys going home ... they'll miss the bitching, the dreaming, the waiting, the friendships, the suspense ... you guys that are staying, you're on your way to Tientsin ... see you there mate.



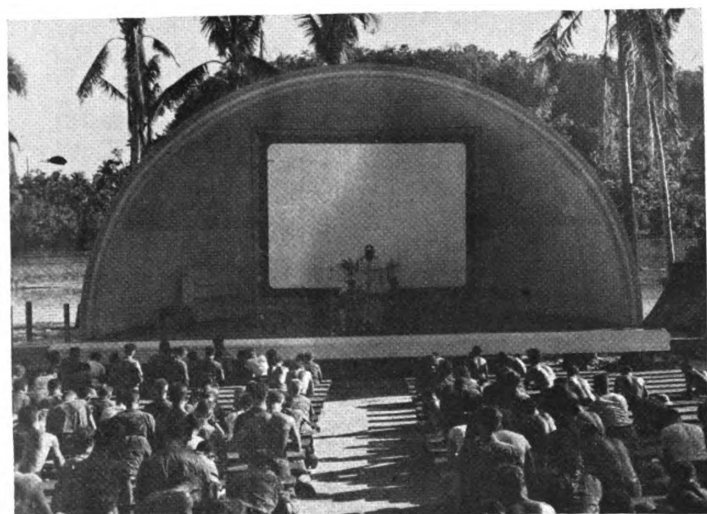
... Co. A to Borneo ...



... we have returned ...



... CHURCH ...



... ON SUNDAYS ...



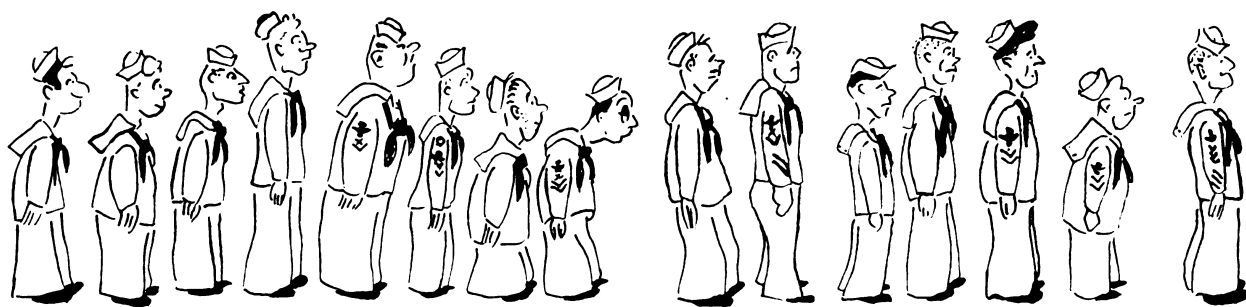
... THE POINT SYSTEM ...



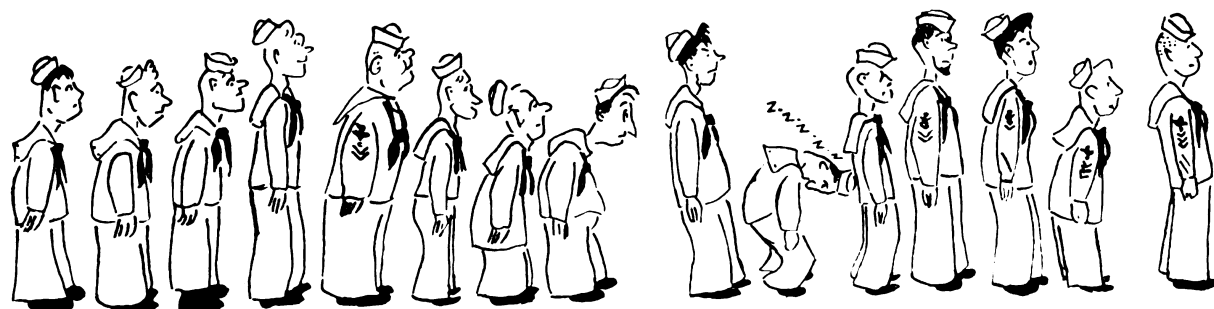
... TWO PESOS ...



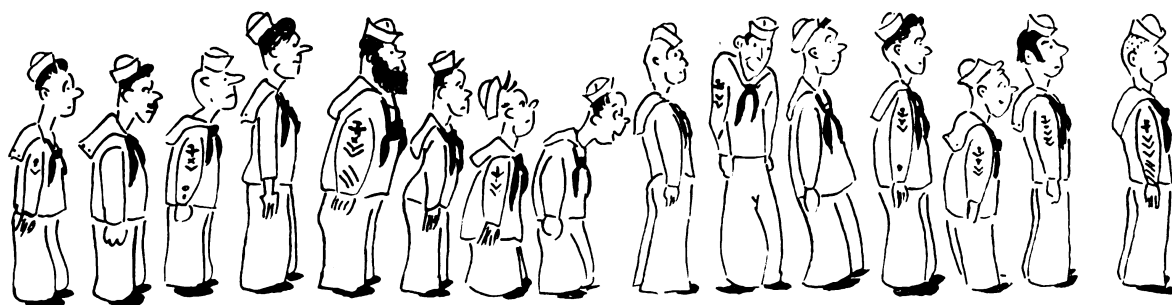
... THE LAUNDRY ...



BEER LINE



CHOW LINE



PAY LINE



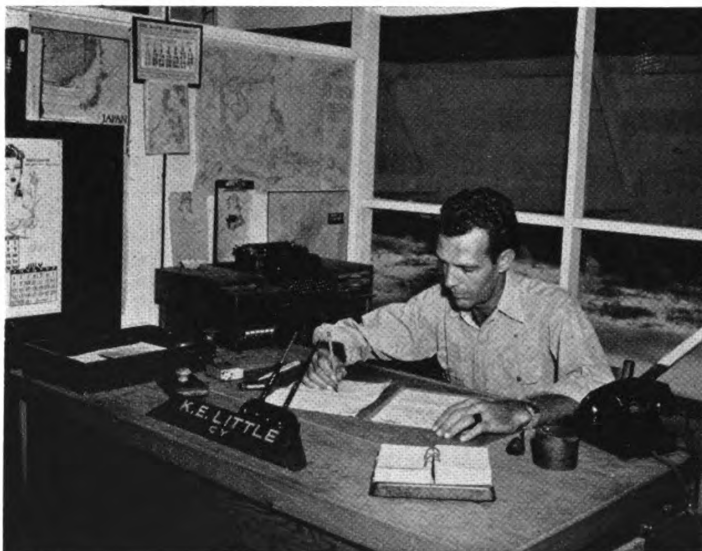
"LIBERTY" LINE

monotonous—wasn't it?

ADMINISTRATION OFFICE



Kenneth Little, Chief Yeoman

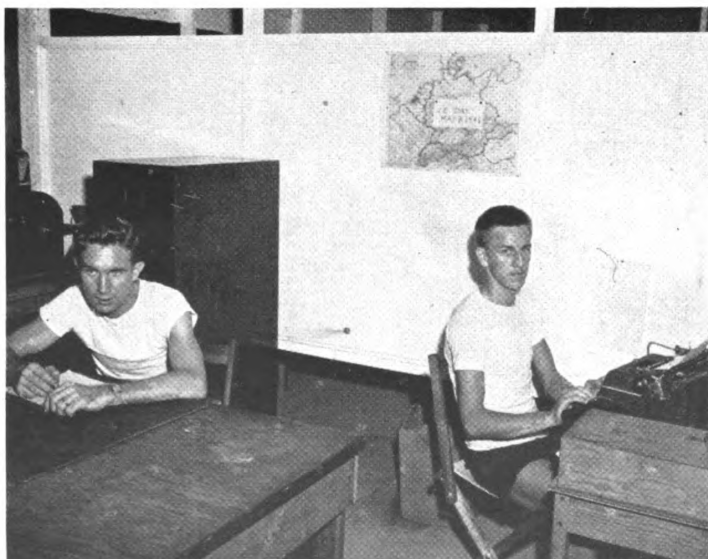


Genial and uncommunicative, Ken Little, CY, is in charge of the Administration Office force and serves as confidential secretary to the "Skipper" and the "Exec." He handles the official mail, Officer's fitness reports and service jackets and can generally be found wandering around with a Court Martial record or a handful of dispatches. His job is see all, hear all and say nothing.

George Kaiser, Y1c, and John Santhouse, Y2c, are the able assistants to Chief Little and their duties range from

recording and preparing Courts Martial and typing of official correspondence to the mimeographing of the plan of the day, memorandums and special bulletins. Through their hands pass all the official data of the Battalion, and the reports to the Navy Department.

All ears of the Battalion are tuned to this office, for the smallest word dropped in error or otherwise is immediately picked up and spread as "Official" scuttlebutt.



George Kaiser, John Santhouse





PERSONNEL OFFICE



THE STAFF

John Sage, John Cannon, Paul Hager, Welton Nelson,
Harold Bruce.

The Personnel Office, operating behind the scenes with other Administrative sections, has accomplished a great deal of work in three and one-half years. Starting in May of 1942 under the direction of Ensign May, Chief Robert Bartlett and Chief Howard "Jet Propulsion" Wilson, the yeomen plunged into the maze of Naval regulations that govern the office procedure. It is here at Personnel that the Yeomen keep all the records of men of the Battalion, records of longevity, marksmanship, rating changes, courts-martial and conduct.

Every Battalion move, every large transfer of personnel and every change in procedure throws the office into high gear to attack the mountains of paper work that always accompany the crisis. Often the yeomen have been called

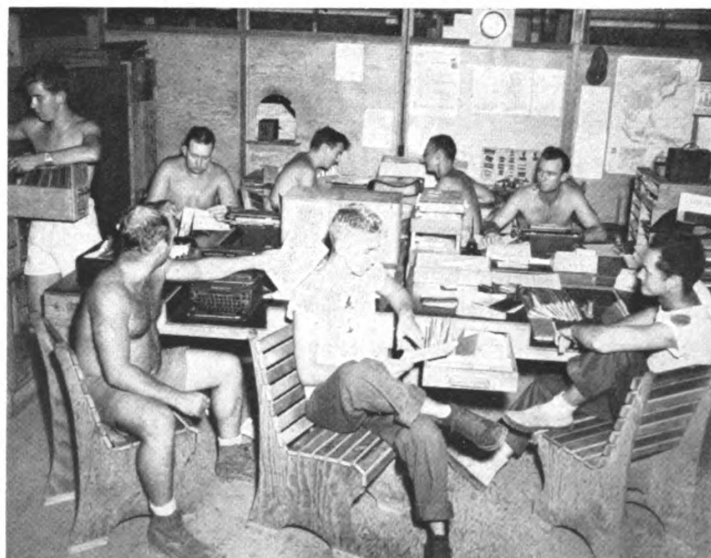
upon to work far into the night to accomplish their work on time. During our stays at Pearl Harbor and California both Captain's Mast and courts-martial took a decided jump as both areas offered a great many temptations and the "bad boys" strayed from the straight and narrow.

Early in 1943 Lt. William Hancock became Personnel Officer with Chief Ken Little in charge of the office and a later change placed the responsibility of keeping the records straight on Ensign Parr and Chief Paul Hager.

At Calicoan in the Philippines, V-J Day and the announcement of the Navy Point System both struck with lightning rapidity and it was only with the greatest difficulty that enough paraphernalia could be moved in order to get a picture of Chief Hager and his staff.



The new Point System temporarily "throws" the Personnel Office.



SUPPLY DEPARTMENT

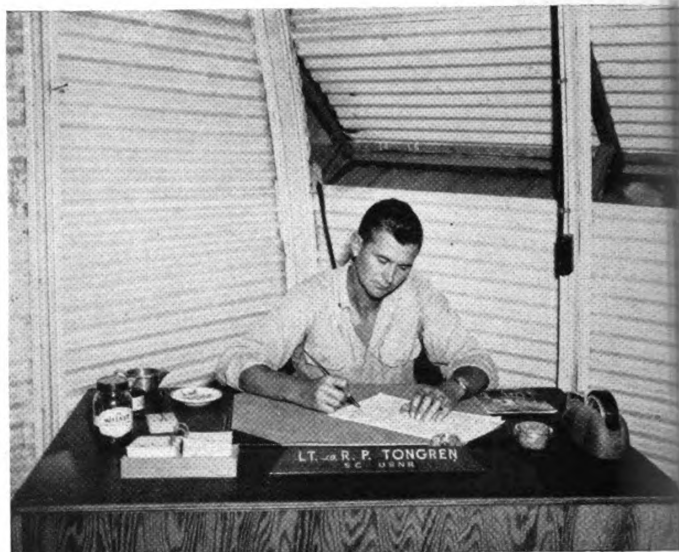
The Supply Department is the pump that keeps the blood flowing through the system of every military organization, and the Seabees are no exception. Our Supply Department first went into action at Pearl Harbor where we had been conveyed and unceremoniously dumped by a Navy deep in the throes of a crucial war.

Procurement, sorting and packing mountains of construction equipment, tools, food and munitions, moved at an unprecedented pace under the direction of Lieutenants Van Schaick, Hartung, and Collins and Storekeepers O. J. Cain, H. Thompson, Harry Goldblatt, D. F. Finn, Jerry Geer and Pop Anderson.

To Midway Island went the largest detachment and the Supply Department was fortunate enough to fall heir to a two-story warehouse being vacated by civilian contractors. O. J. Cain, CSK, took charge of the warehouse, all procurement and transportation, and was assisted by Dave Finn, T. B. Carter, George McDougall, Lester Williams, Henry Munsch, Lawrence Abbott, Jesse M. Bell, William Talley, M. A. Bradford and H. Shipman. It was here at Midway that a type of procurement, which has made the Seabees world famous, was developed to its highest point. On leaving Midway to return to Pearl Harbor, a Supply Officer from N.O.B. remarked that the 5th had a larger supply of pipe, fittings and shipfitting accessories than G.S.K., and all without benefit of requisitions or orders.

To Johnston Island went Storekeepers Ernie "Bet a Million" Cronin, Richard Walsh, Joe Bochardo and John J. Rodgers. This group was not as lucky as the Midway detachment as far as facilities were concerned and were obliged to construct two Quonset huts to be used as a warehouse. As far as the records show this warehouse became a coffee brewing center where hundreds of gallons of "joe" were turned out and it was the first stop of every searching party looking for Lt. Uffelman.

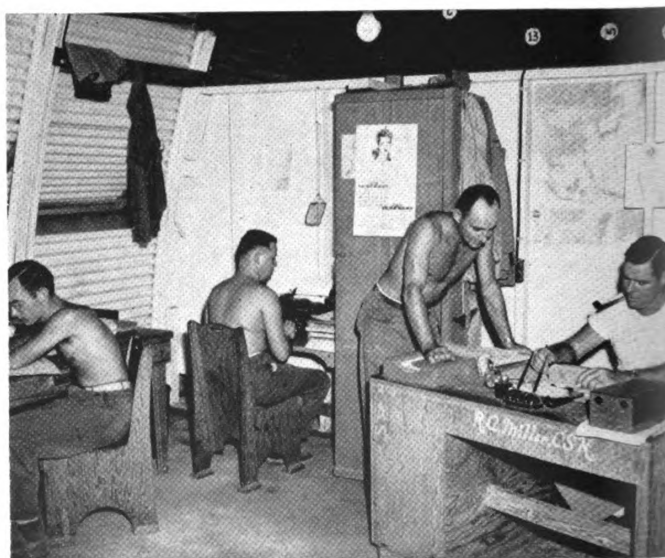
At Pearl Harbor materials were procured and ordered to fill the requisitions of the island detachments. This force of Tommy Thompson, J. N. Frantz, F. L., Ogelvie, Harry Goldbatt, Sam Spatuzzi, Ernie Burgard, W. Roberts, R. L. Lyche, Jerry Geer and A. Manzella operated with Chief Hubert Stewart as the motivating force.



Lt. (jg) Robert P. Tongren, Senior Supply Officer.

After the Battalion had reassembled at Pearl Harbor it was assigned a project at John Rodgers Airfield, a field that was to be one of the world's largest. While the need for supplies were just as large as previously, the problems of long distance transportation were absent.

Lt. (jg) Henry Taub, returning from Disbursing duties at Midway, became Supply Officer, and Norwood Nagel,



THE OFFICE FORCE
John Snively, Henry Munsch, Roger Charles and Bob Miller.



Dick Walsh, John Petta and Tom Hopkins.
Ben Scarborough issuing shoes to Chief T. J. Smith.

CSK, his assistant. Lt. Taub held this position until he was transferred to the 3rd Regiment and was relieved temporarily by Lt. (jg) Robert Clark. The permanent relief, Ens. John L. Davis, arrived in January of 1944.

The Supply Department was relieved of many burdens when they left everything behind in Hawaii and returned to the States. At Port Hueneme business remained at low ebb and was pleasantly interspersed with holidays and week ends in Hollywood and Los Angeles. At the end of the fiscal year, June 1944, Lt. (jg) Tongren, the



A problem in supplies.

senior Supply Officer, assumed command of the Supply Department which includes the Commissary Department and the Disbursing Office, the latter being handled by the junior Supply Officer, Lt. (jg) John L. Davis.

While awaiting orders to return overseas, several false starts sent the department into high gear only to slide back into a phlegmatic existence. When finally notified that the real thing was at hand, the Supply Department set out with a will and the million and one articles necessary for our expedition soon were procured and made ready. Loading of the ships was a slow and carefully prepared job and finally we sailed from California one mild, sunny morning. At sea, Storekeepers Bob Miller, Dick Walsh, Henry Munsch, Thomas Hopkins, Jack Griffith and Benjamin Scarborough were called together by Lt. Tongren and plans laid for landing day. Ten thousand tons of food, ammunition, gear, construction materials and equipment would have to be unloaded, transported, guarded and set up at our new location.

On arrival the plans were carried out without a hitch. The galley was set up with field equipment to feed the men, tents unloaded for housing, and tools issued to clear the camp site. The Supply Department, housed temporarily in two 60-ft. hospital tents, was open for business 24 hours a day.

Reinforcements to Chief Bob Miller's crew were necessary under the pressure of big business and into the Supply Department came Marvin Shannon, Thomas Schuman, John Petta, Harold T. Cotton, William Payne, Floyd Lee, and John Taziole. Roger "I'll go" Charles, also came to the department from the Disbursing Office to act as warehouse manager and John "Snooper" Snively assisted Henry Munsch with the red tape paper work.

Several large projects assigned to the Battalion in the Philippines required the requisitioning of a great deal of material and as usual when they could not be secured through the regular channels the sporting blood of the storekeepers came to the fore every time they passed an unguarded supply dump.

Now esconced in their new big warehouse Lt. Tongren's storekeepers are ready for the next move which should be in the direction of The Land of The Rising Sun.

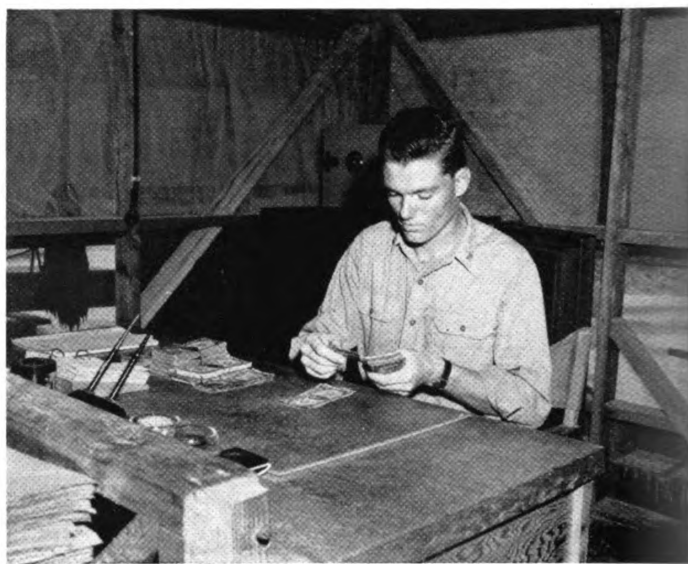
DISBURSING OFFICE

In the hustle and bustle of preparing for war, the Disbursing Office of the Fifteenth Battalion was assembled at Camp Allen, Norfolk, Va., and Storekeepers from bursing Office of the Fifth Battalion was assembled indoctrinated in the intricacies of the Navy pay system and other methods of feathering the nest of the well-known eagle. The original cast under Disbursing Officer, Ensign Taffinder, were: Jim Trefney, Olin Gordon, George Richards, Pete Rice, Connie Shea, Ray Kruse, Norwood Nagel, Bill Blauvelt, Dave Ablon, and Jackson Hanks. For many a moon these old timers told tales of the confusion, the mountains of work that never seemed to dwindle in spite of 10-hour work days. It has been said that a battery of typewriters and adding machines were reduced to a pile of junk in the 30-day stay at boot camp, and 100 fingers were wrapped in band-aids.

While at Camp Bradford, Little Creek, Va., which was the advance training base, the 5th acquired a second Disbursing Officer in the person of Lt. (jg) Fred Coleman, and the office was then split into two sections, as was the rest of the Battalion. Ensign Taffinder assumed charge of Section 1 with the following men: Kruse, Gordon, Nagel, Blauvelt and Rice. Lt. Coleman took section 2 with Trefney, Shea, Richards, Ablon and Hanks. Section 1 went to Quonset Point, and Section 2 remained at Bradford. The former probably has the distinction of being the only Naval unit quartered in a stable and conducting a pay line in a hay loft.

In answer to an emergency call the whole battalion was rounded up at San Francisco, and we were off to "the wars" with a flying start. At Pearl Harbor, the first stop, both sections of the Disbursing Office were quartered at 105 Center Drive, Section 1 topside, and Section 2 below. After the various detachments were dispatched to Midway, Johnson, Palmyra and French Frigate Reef, the burdens of the Disbursing Office slacked off, and the boys took to the tourist life, exploring Honolulu, Waikiki and Kaimuki.

In September 1942 two new Disbursing Officers arrived—Ensigns Robert Clark and Henry Taub. The occasion was noted in the "Island X-Tra" as follows: "Two dapper young officers presented themselves to Lt. Comdr. Howard Potter two weeks ago and announced that they were reporting for duty with the Fifth Battalion. The Officers, Henry Taub and Robert Clark, are the re-



Lt. (jg) John L. Davis counts the cabbage.

cent additions, and their arrival is most timely as they are assigned to the Disbursing Office, where their efforts in distributing the 'filthy lucre' will, of course, be greatly appreciated by every last Seabee in the Battalion."

Due to the fact that the first (and long awaited) money list sent to Midway never arrived there, it was decided to send a Disbursing Officer to take care of the men stationed there. Ensign Taub was selected and took with him Olin Gordon and Norwood Nagel, who were



FORMER DISBURSING OFFICERS
Ensign S. A. Taffinder and Lt. (jg) Fred Coleman.



AT JOHN RODGERS
Disbursing Office Topside, Beer Reefers Below.

later joined by George Richards and a newcomer, Anton Ruegg, from the "Dirty Eighty." The Midway staff was further complemented by the energetic Paul Shaffer, who was bored with the life of a censor. Yes, the life was very pleasant at Midway; very little work, lots of ice cream and plenty of spare time.

In April when the Battalion reassembled at Pearl Harbor there was quite a shake-up in the office. The sec-



THE PRESENT STAFF
Chapman, Pentz, Shea, Lt. (jg) Davis, Cotton, Finn, Francoeur.

tions were merged together, and Lt. Taffinder, Ray Kruse, Bill Blauvelt and Pete Rice assumed Disbursing duties at the newly formed Third Regiment. They were later joined by Olin Gordon. Lt. Taub and Norwood Nagel took over the duties of the Supply Department, and new blood was injected into the force in the persons of R. A. Miller, Roger (I'll Go) Charles, C. E. Chapman, Ted Burkland and D. F. Finn. In September the Disbursing Office, together with the rest of the Battalion, moved from Red Hill to the new job at John Rodgers Airfield and profited by a tremendous increase of office space. Nine men who had been cramped in an office 20'x20' now frolicked in a brand new office 40'x70' on the top deck of the shop building. To complete this paradise, the beer line was conducted every evening at a distance of only 19 feet away—straight down.

It was in this blissful setting that Lt. Clark made the classic remark: "We do not anticipate any major changes." A short time later a bond drive was held, and several hundred transfers were made. This, in addition to the regular quarterly returns, increased the work in such quantities that the office never completely caught up until May of 1945.

In November of 1943, Harry Pentz, recently detached from the 126th Battalion, joined the staff and has been in the office ever since. Early in January 1944 Lt. Clark relinquished his title of Disbursing Officer to take over the Supply Department as Senior Supply Officer and was in turn relieved by Ensign Robert P. Tongren. Ensign Tongren was a graduate of the University of Pennsylvania, class of 1940, and the 5th Battalion was his first assignment.

The months that followed were known as the "picnic era," for when there were no Battalion luaus or barbecues, the office staff conducted their own beach parties and picnics. Noticeable incidents on these affairs were the rescue of Roger C. Charles from the clutches of Mother Pacific by Ensign Tongren and Ted Burkland, the race with death against the Oahu R. R., fried eggs at the U.S.O. beach house and the barefoot march to the Sacred Falls.

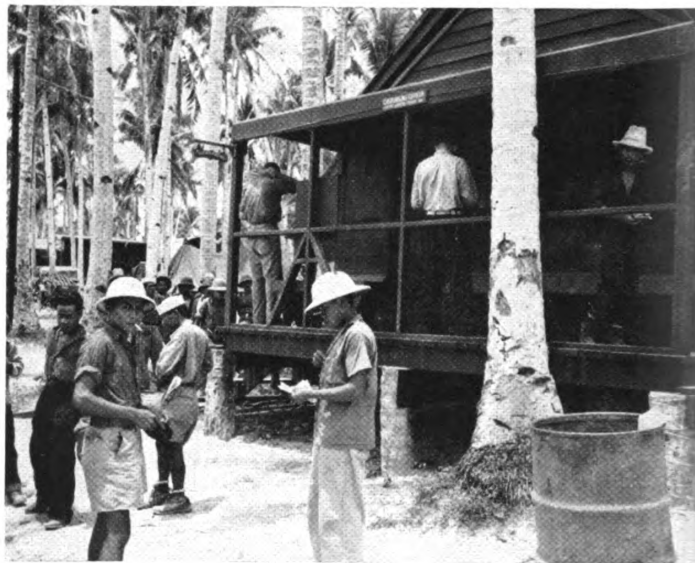
Early in January 1944 Ensign John L. Davis arrived as relief officer and worked the Supply Office with Lt. Clark until Mr. Clark's transfer orders came through relieving him from duty with the 5th. Ensign Davis then took over the Supply Department until the end of the fiscal year, June 1944.

March 1944 brought the good word to return to the States, and what should have been a luxury cruise turned out to be a nightmare. The entire payroll of 800 accounts which was to be ready before the ship docked, was completely figured without the aid of a single adding machine. Pay-day, which was held at Camp Parks the day after arriving, was the largest on record, \$155,000.

After 30-day and 15-day leaves the Battalion moved to Port Hueneme, Calif., and settled down for an eight-month stay. Ensign Davis, a native of Norfolk, Va., class of 1943, took over command of the Disbursing Office and still remains in that capacity at this writing.

In October Mr. Davis was advanced to Lt. (jg). At Port Hueneme the staff consisted of Lt. Davis, C. M. Shea, CSK, C. E. Chapman, Sk1c, Roger Charles, Sk1c, D. F. Finn, Sk1c, T. E. Burklund, Sk1c, and Harry Pentz, Sk3c. George Richards, CSK, having been transferred to Long Beach Hospital for discharge and R. A. Miller, Sk1c, being transferred to the Supply Department as procurer and expeditor extraordinary. Life in the vicinity of the capitol of the movie industry produced a weekly cycle of moods; from Tuesday to Friday, anticipation; Saturday and Sunday, ecstasy; Monday, remorse.

January 1945 saw the Battalion on the high seas, bound for a new Island "X," new adventures and new problems. The voyage was considerably longer than any taken previously and working under many adverse conditions the office produced two \$5.00 pay-days that evoked



W.P.A.
Payday for the natives at Calicoan.

considerable comment. It is quite safe to say that a number of small fortunes were saved from destruction at the hands of the "galloping dominoes."

After a month of hardships at Calicoan, a rough but well-ventilated office was constructed, and two new strikers, H. T. Cotton and F. Francoeur, joined the staff. At the moment the Disbursing Office expects no "major changes."

STATISTICS

Average monthly payroll	\$65,000.00
Allotment changes	5,365
Transfers of accounts	1,936
Cash paid out	\$2,522,765.83



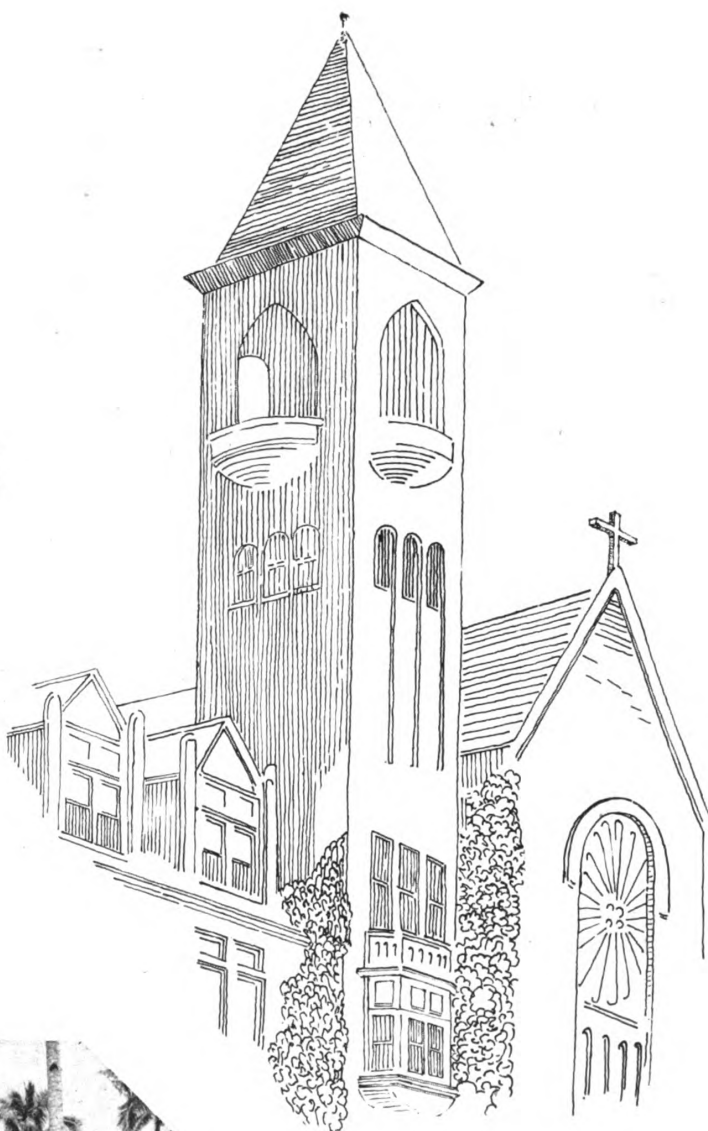
\$1,000 Bond Buyers: Emerson Pitt and Woodrow Hailey. Campaigners: Ensign Katseff and Chief Amend.



You can send home all the money you want . . . but we DO NOT say love to tookums with it!



"For where two or three are gathered to-
gether in my name—there am I in the midst
of them."



CHAPLAIN: L.M. LINDQUIST



THE STAFF

Left to right: Bob "Good Deal" Phelps, Grant Defoor, Gerald Higham, Chaplain Lindquist, Bud Thornton, Jerry Maney.



The dedication sermon—Fleet Chaplain Albert.



Chaplain Sullivan.

Up until the time Chaplain L. M. Lindquist reported aboard, the Chaplain's corner had just been a void in the organization chart, inasmuch as no such officer had ever been attached to the Battalion for any length of time. Chaplain Sullivan remained with the Battalion a very short time at Pearl Harbor and Chaplain Traver was transferred to the 10th Battalion after he had spent but ten days with us. However, that long standing void was filled to overflowing one day in August 1944 when Chaplain Lindquist came aboard at Hueneme. It follows that the history of the Chaplain's Corner in the Fifth Battalion should be the story of the "Padre" from Minneapolis.

Upon his arrival at Camp Rousseau, things happened overnight. The Fifth was the first outfit to have an area Chapel, an elaborate library was born, the "Rec" Hall had its face lifted, an organ was purchased, the "intramural" sports program was streamlined, our first state-side show and dance was put on at Bard's Barn, and the Chaplain answered all kinds of questions, day and night, . . . from "I wanna get married, will you get me an emergency leave, a four priority, a license, and a minister?" to "the recruiting officer told me I'd make 'Chief' in six months . . . when do I get my rate?"

As for welfare and recreation, the competition was keen enough in Oxnard, Ventura, and Hollywood to make the Chaplain's burden in this respect a light one.

Catholic Mass in the Auditorium at
Midway.



Protestant Services conducted by Chap-
lain Lindquist on the beach at Calicoan.

Catholic Mass in the Seahorse Bowl at
Calicoan.



Apparently endowed with an inexhaustible supply of patience and understanding, the Chaplain was able to keep our minds at peace and our morale high, and it was in that frame of mind that the Battalion left Hue-neme in January 1945 bound for the Philippines.

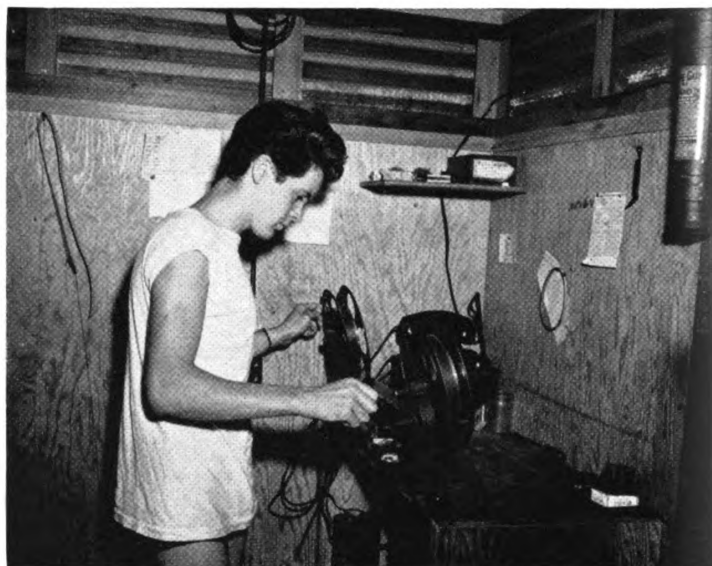
Aboard the good ship Cape Neddick, again it was our Chaplain who shortened our days and nights with music, local vaudeville talent, boxing bouts, community sings and swing sessions by the Battalion band. On Saturdays and Sundays, services were arranged for all faiths.

On the first day ashore in the Philippines, services were held on the beach adjacent to the Camp site and since then no Sunday or other festive day in any church has passed without the proper services having been arranged before hand by the Chaplain.

Up until the time that the new Chapel had been completed, services were held in the Seahorse bowl. The new Chapel—Seahorse Chapel—was completed and dedicated on the last Sunday in July, and it was then that Fleet Chaplain Albert made his now famous prediction, "Mark my words, you'll be home when the snow flies, . . . and some of you in time for turkey!" (Attention: Drew Pearson!)

The recreation program has been in high gear ever since the Battalion set foot on Calicoan . . . the best in movies (most of the time) . . . our share of USO shows . . . inter-battalion basketball league . . . boxing shows (in these the Chaplain was ably assisted by "Father" Monroe) . . . the Sports Carnival on Labor Day . . . Community Sings at the Bowl on Monday night . . . the library with its fine selection of engineering books, biographies and fiction . . . music in the mess hall . . . horse shoe pits all over the camp . . . and softball games. In all of these things, the Chaplain was the moving force.

Ever ready to "bend an ear," the Chaplain's duty ran all the way from finding someone's home-town buddy, to solving a serious domestic problem . . . from arranging special liberty trips to adjacent islands, to rushing an urgent emergency leave request through the



"Mooch" Maney rewinds a reel.

proper and numerous channels . . . and (with Ensign Gay's help) from playing "wet nurse" to all the USO casts, to coaxing the officers into taking some exercise. When not in his office, the Chaplain could be found out on the job operating a jack hammer or riding on a bulldozer . . . conversing with the boys and helping them all to "keep the faith."



AT THE DEDICATION SERVICES

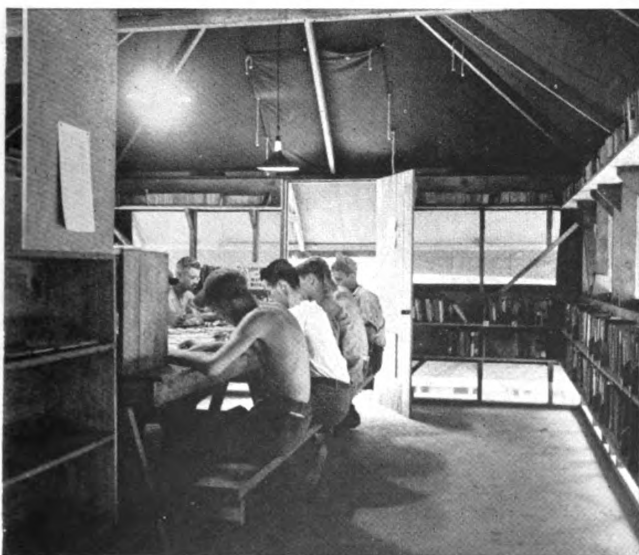
Left to right: Finger, Samuelson, Gerhart, Novak, Albert, Comdr. Winham, Lindquist, Darsie, Baum.



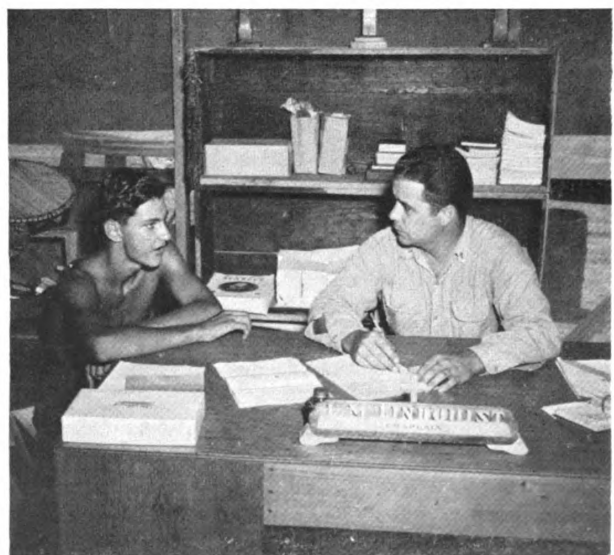
Chaplain Lindquist and his flock on Sunday morning.



Of the Battalion, the Chaplain said, "Duty with the 5th is, and has been, a great experience because the officers and men alike have always acted in a concerted spirit of cooperation and understanding with the work of the Chaplain."



The library in high gear.



The Chaplain "bends an ear" to Raymond Kiter.

MEDICAL AND DENTAL DEPARTMENTS

The Medical and Dental Departments are two of the most important branches of the Administrative division. They are responsible for the health and dental upkeep of the Battalion personnel at all times and to date have maintained a perfect record. The highest standards are sustained under the Bureau of Medicine and Surgery of the Navy Department and the Bureau governs the promotions of the corpsmen, making advancements in this field the most difficult in the Navy.

When the Battalion was formed in Camp Allen, the Medical staff consisted of Lt. Elwood Woolsey, Lt. Saul Yafa, Lt. Charles Chandler (Dental Corps), Hugo C. Becker, Gordon Fry, Jesse Woods, John E. Hall, Arthur I. Peterson, Raoul Vanda, William H. Dowty, Zack Finger and one month later J. B. Underhill joined the corps.

Most of the corpsmen were received from the Portsmouth Naval Hospital in time to induct the men of the Fifth and introduce them to the inevitable, but necessary "shots." A goodly number of boots, and Ensign May, passed out as a result of listening to stories of the needles with the big hook. Each company carted away two or more casualties, all of whom recovered the following day with nothing more serious than a pair of sore arms. The transfer of the Battalion to Camp Bradford, Va., for advance training brought no relief as the "shots" went on just the same. The fact that Uncle Sam was spending over \$100 per man for these injections was very poor consolation for a man with "needleitis."

At Pearl Harbor the Medical Department set up for business at 107 Center Drive and preparations were made for corpsmen to accompany the detachments that were about to leave for duty at advance bases. Dr. Yafa, John E. Hall and Arthur I. Peterson accompanied Co. B to French Frigate Shoals where they were quartered aboard the famous luxury liner Moana Loa. The Medical Department here on the Moana Loa was treated to a bit of excitement late one afternoon when a signal was received from the tuna packer, Queen Mary, calling for a doctor. A storm had been brewing during the afternoon, and by dusk when a boat had been secured and made ready to leave, the storm was at its height. Dr. Yafa and "Pete" Peterson, with a crew of two, Louis Dragone and Russ Roper, finally made the trip and upon arriving found themselves with a first-class case of appendicitis on their hands. The patient was placed aboard the small boat for the return trip which almost wound up in disaster. They became lost in the darkness and storm, and were saved only because the Mauna Loa played a searchlight on the water (in spite of the black-



Front—Lt. (jg) Philip Knapp, Lt. John C. Hanley, Lt. William E. Davis, Lt. Eugene Puzkiewicz, Chief Arthur I. Peterson. Rear—Thuemler, Grant, Hilton, Mathie, Donahue, Pugh, Maxa, Klein, Woods, Hurley.

out regulations) and guided the small boat four miles to a safe landing. The operation, performed at 2200 by Dr. Yafa and assisted by Peterson, Bob Donahue and Charlie Romine, was successful.

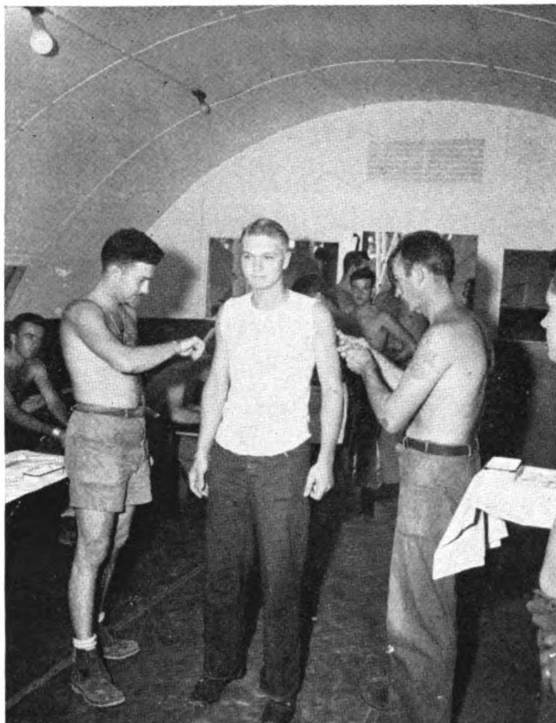
In September 1942 Dr. Chandler and Zack Finger made a three-month trip to Midway to check up on the dental "installations" of the men stationed there, and in the month of January of the following year both made a 2½-month tour of French Frigate. After both trips the reports indicated that all molars, incisors, etc., were



Sick bay area.



Dr. Davis works on A. Simonetti while assistant Don Pugh watches.

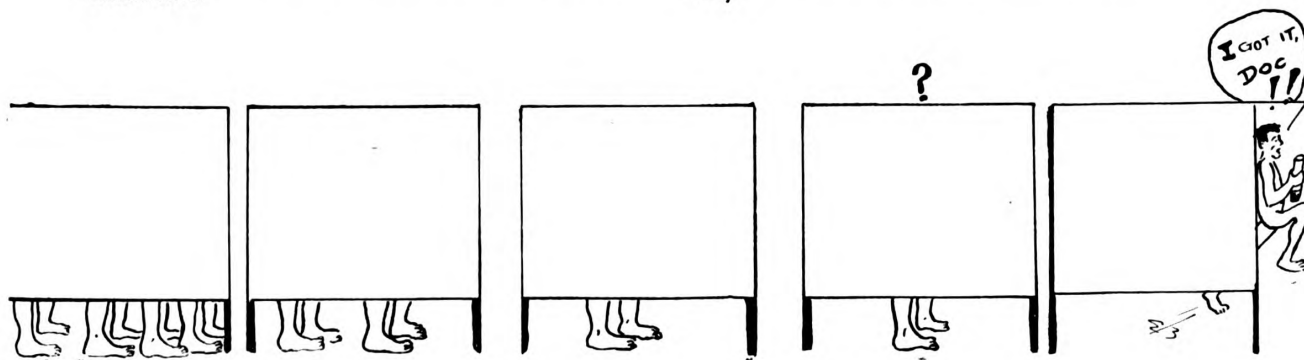


Joe Mathie and "Smokey" Woods stick Parker B. Smith.

operating at full capacity and in tip-top shape. In February 1943 Gordon Fry and William Dowdy were temporarily assigned to the 10th Battalion for duty at Canton Island and returned in May 1943 after an uneventful tour of duty.

When the Battalion reassembled at Pearl Harbor in April 1943 and were quartered at Camp Catlin, the Medical and Dental Corps remained at Dr. Woolsey's Memorial Sanatorium at Red Hill, reportedly living a mysterious and luxurious life of ease. A new member, Leemon Hilton, was added to the crew as pilot of the meat wagon (he later became a pill pusher) and when Bill Grant joined as a helper, Hilton became senior pilot. Eddie Mura also joined the staff as an apprentice. Business was fairly good at Pearl Harbor as victims of Five Island Gin were disgorged several times daily from the "Black Maria."

After the Battalion returned to Camp Parks in the sunny state of California, it lost the services of Dr. Woolsey and Dr. Yafa, the former going to Treasure Island for further transfer and the latter to an enviable post at the WAVE Center, Hunter College, New York. Dr. Yafa was later transferred to the out patient department, NOB, Norfolk. Dr. Chandler was transferred to Camp Parks and shortly thereafter was made Lt. Commander (one of the youngest we know of). He was later transferred to Acorn Training Detachment, Port Huemene. The Battalion also lost the services of John E. Hall, CPhM, Gordon Fry, CPhM, Raoul Vanda, PhMlc, William H. Dowdy, PhMlc, Zack Finger, PhMlc, and J. B. Underhill, PhMlc, all of whom were transferred to sea duty.



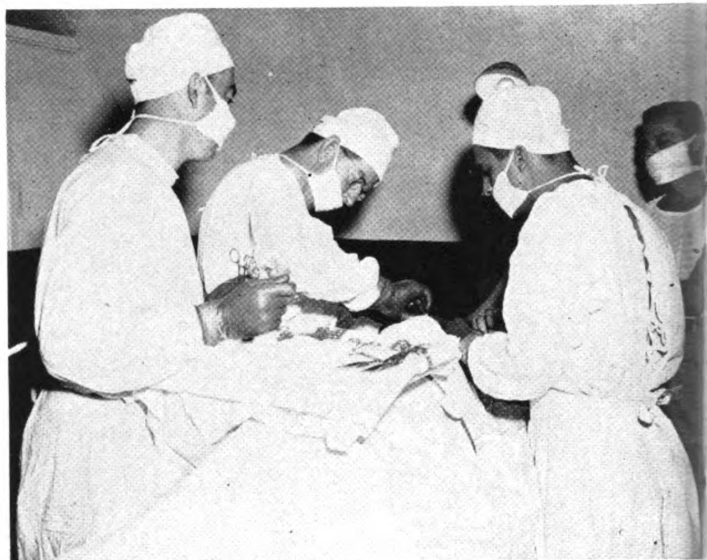
AN OPERATION

As replacements, the Battalion welcomed aboard Lt. Comdr. William Lawler, University of Southern California, '23, and Stanford Medical, '28, Don Hurley, PhM2c, Joseph L. Mathie, PhM2c, Donzal Pugh, PhM3c, and Charles "Snake" Markle, HA1c.

The stay at Port Hueneme tripled and quadrupled the consumption of aspirins and sodamint tablets as the casualties rolled in from excursions to Hollywood, Los Angeles, Oxnard and Ventura. Another popular ailment, due to the liquid sunshine of California, was "Churchyard Cough." The more serious cases of ulcers, flat feet and mysterious backs were referred to the base clinic or to the Naval Hospital at Long Beach (very nice here, and female nurses too). It was here at Hueneme that Lt. (jg) John C. Hanley, Northwestern Medical, '43, and Lt. (jg) Eugene Puskiewicz, Loyola (Chicago), '43, and Lt. (jg) William E. Davis, Indiana University, '42, all joined the staff.

A quick dental check-up and a series of seven more shots in December 1944 served as semi-official announcement that the 5th would soon be off again to be about their Uncle's business. A last-minute addition at sailing time was Paul Ehresmann, PhM3c, who had just come from an exciting tour of duty on the U.S.S. Houston.

The trip on the good ship Cape Neddick produced the average number of mal de mer cases during the first ten days out, but as the weeks rolled by, lads who had seen no larger bodies of water than could be

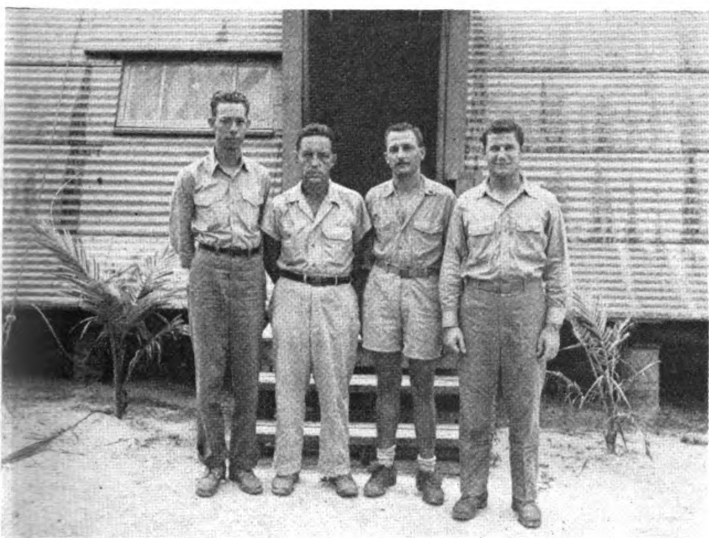


pumped from a well by hand, were now walking the decks with the roll of old salts.

At the new Island "X" no time was lost in setting up the new sick bay. Four Quonset huts grew like magic, and while the men might have suffered from a number of inconveniences, the sick bay was now ready for any emergency. Needless to say, both the Medical Depart-

Dr. Puskiewicz and assistant Jerry Thuemler do a job on Ensign Gay.





PRESENT STAFF

Lt. (jg) Roy A. Kelly, Lt. Comdr. Ralph N. Shapiro, Lt. Thomas P. Engster and Lt. (jg) Louis N. Gessay.

ment and Dental Clinic did a rushing business with the former handling an average of 85 patients a day and the latter reporting the following statistics for the first seven months of 1945: 1,779 fillings, 656 extractions, 214 of which were surgical removals, 27 bridges, 46 acrylic jackets, 77 full and partial dentures and 244 cleanings, all conservatively estimated as \$20,000 worth of work, paid for by Uncle Sam.



ORIGINAL STAFF

Lt. (jg) Saul Yafa, Lt. Elwood Woolsey, Lt. (jg) Charles Chandler.

In May Jesse "Smokey" Woods, PhM1c, was sent with a detachment of Co. D for 1½ months duty at an advanced base. Paul Ehresmann, PhM3c, also left in the same month for duty with a detachment of Co. C. The third and largest detachment, OBOE 2, which comprised all of Co. A, required the services of two corpsmen and "Cajon" Mura, PhM3c, and "Snake" Markle, HA1c, were chosen for the job.

Before all these corpsmen were to return to our base at Calicoan, there was a complete change of Doctors in the Fifth. In July Lt. Comdr. Lawler returned to the States as the result of his wife's illness, and Lt. Hanley was transferred to the 75th Battalion. As replacements, the Battalion received in turn Lt. (jg) Philip Knapp and Lt. Comdr. Ralph N. Shapiro, University of Maryland, '24, both from the 30th Battalion. Next came Lt. Thomas P. Engster, Albany Medical College, '41, from the 7th Fleet and Lt. (jg) Louis N. Gessay, Tufts Medical College, '44.

After Lt. Knapp was transferred his place was taken by Lt. (jg) Roy A. Kelly, Louisiana State Medical Center, '39, who came to us from the Naval Hospital at New Orleans, La.

At the time of this writing more doctors are appearing at sick call than patients and it is being rumored around that the doctors are flipping coins to see who does sick call and who does sack duty.



THE GALLEY

They say an Army travels on its stomach and presumably the Navy does too for it takes great pains in procuring the best foods available and prides itself on the reputation of being the best fed organization in the world. The cooks, bakers and butchers of the 5th Battalion have done their part to maintain and justify that record.

The original galley staff of the Battalion was composed of all experienced men in their respective fields and it was unnecessary for them to attend the regular Navy schools after enlisting. Working with regular Navy men, our cooks and bakers easily adapted themselves to the mass production methods, the regulations and military duties. They, more than the rest of us, came in contact with a gentleman with a questionable title of "the mighty Callahan." It was he that ruled the galley and its environs, and it is often said that the Battalion was moved from Allen to Bradford more to escape Callahan than to prepare for advanced training.

At Camp Bradford we set up our own galley for the first time and the results were excellent. The accommodations were not up to the standards of Camp Allen but we fared very nicely. The movement of one half of the Battalion to Quonset Point, R. I., before our departure from the States and one month of duty at Pearl Harbor again saw our menu makers working with the base galleys and again we lost ground.

In July of 1942 the detachments started moving out to their assigned advance bases and the galley force was divided into groups to go with each section. To Midway went Chief Dave Moran, Buck Tiedchen, John Hayes, Pete Dobranski, C. C. "Shorty" Barrett, W. C. Hoolihan, Edgar Hann, Elmer Lord, Joe Glenn, Russell Bitting, Raymond Shato, Ted Antonitis, Don Hiscutt, J. Buchanan, L. R. Beaver and Bruce Alphin. Here at Midway an excellent table was set when the "working materials" were available and marines, labeled "coolies," volunteered as laborers at the air strip in order to earn a seat at the noon-day Seabee meal. Additional delicacies for bed-time snacks were procured by the men, Seabee style, from unguarded food dumps throughout the islands. Pete Dobranski will be remembered for trying to



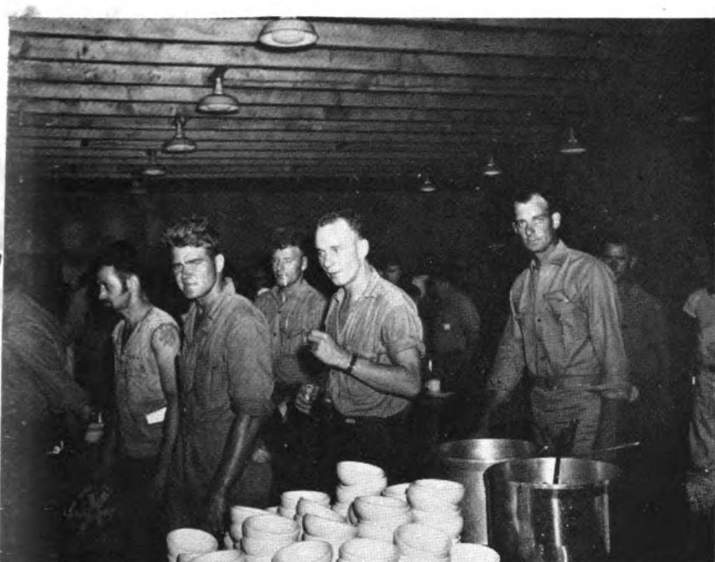
COMMISSARY DEPARTMENT
J. J. Hayes, CCStd., John Rollins, CCStd., Lt. (jg) R. P. Tongren, Supply Officer, John Byrnes, CCStd.

fit a pair of shoes on a gooney bird, and "Shorty" Barrett for putting salt in everything that was cooking when he came on duty. The latter accounts for a lot of those oversalted dishes we had.

To Palmyra went Fred Edwards, Elmer Sikorski, Glen Stewart, Herman Hesse, and Seymour Larabee with John Byrnes in charge of the galley, and to Johnston, Freddie Gore, Carl Anderson, Walter Skypek, Erwin Treiber, Fred Morrison and CCStd Mitchell.

Galley at Calicoan.



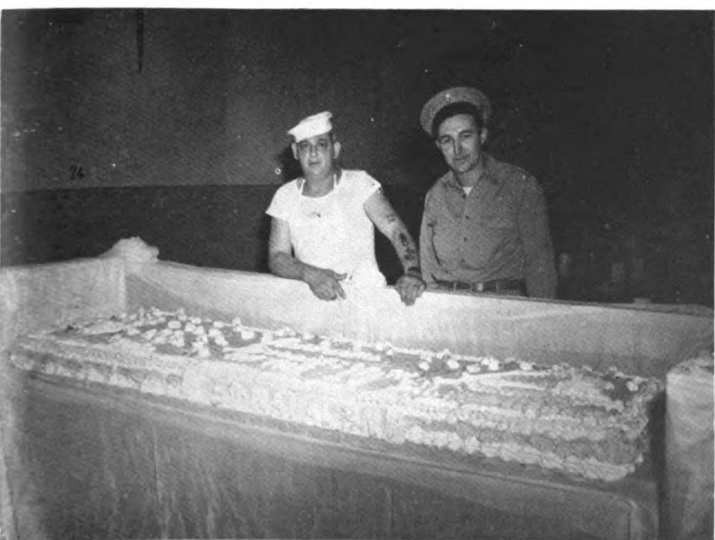
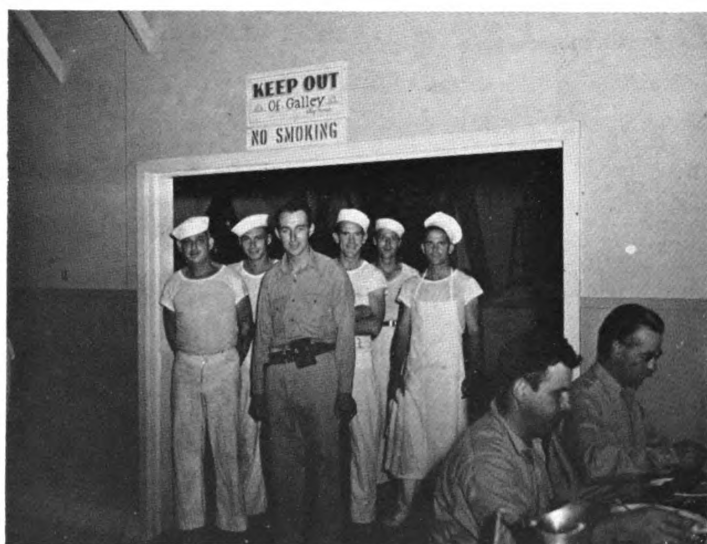


CHOW HOUNDS

J. Rogers, H. Blankenship, H. Ketelsen, J. Beck,
"Big" Andy.

THE GALLEY SLOWS UP FOR A MINUTE

Tiedchen, Antonitis, Moran, Hayes, Bitting, Wil-
liams. Seated, Chiefs Westfall and Olsen.



WE LEAVE MIDWAY

A Super Cake by "Buck" Tiedchen and Chief
Moran.



GALLEY

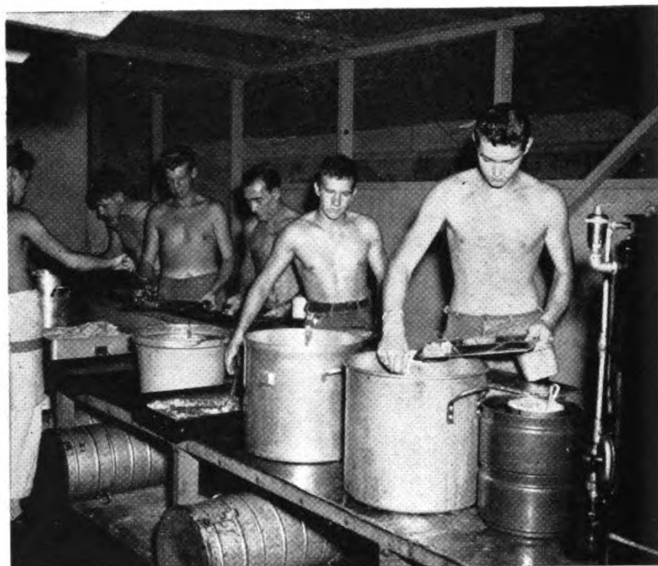
To French Frigate went Chief Clarence Cole, William E. MacMillan, E. A. Sanderson, Louis A. Luke, Howard Purcell, Richard Poe, L. C. Sentells, John Snopkowski, Frankie Rule and T. S. Lones. This crew remained aboard the Moana Loa which served as home for the whole detachment. Everyone aboard will remember the storm on Thanksgiving Eve when the ship broke loose from her moorings and drifted on the reef. Roasted turkeys that did not go overboard were chased down the deck by Sentelle, were captured, washed and served the following day. Two tubs of spuds, sprayed with oil from a broken line, were heaved over the side.

Most of us will remember Camp Catlin for the excellent meals, which helped to offset the bleakness and inconveniences of the camp itself. It was here that the famous training table system was instituted for the ball players and five Chief Commissary Stewards vied for recognition as the best in their field. A continuous flow of bacon and eggs, steaks and chops was punctuated every Sunday with a typical Thanksgiving Day turkey dinner. Our next move was to the contractor's galley at the P.N.A.B. area and at all these stations our reputation spread far and wide. It was a rare day when we did not feed from 50 to 300 extras from outside the Battalion.

During this time the galley crew was reinforced with Erol P. Blue, Lorenz Ipsen, Curtis Bessette, Carl S. Baker, Francis Puuohau, Harold Villada and Glen McAllister, the latter three enlisting at Honolulu.

The return to the States in March of 1944 resulted in the loss of a good number of our galley members through transfers. Chief Ted Antonitis and Norris Angelo received medical discharges and Chiefs Tiedchen and Fitch were killed as the result of an unfortunate automobile accident. Stateside replacements were Claude E. Crowl, Rudolph Sosnowski, John H. Rector, Harry E. Baker and LaVerne Rayce.

To listen to the bull sessions in the barracks and galley at Hueneme, one would gather that our cooks certainly left their mark on all of Southern California, from Santa



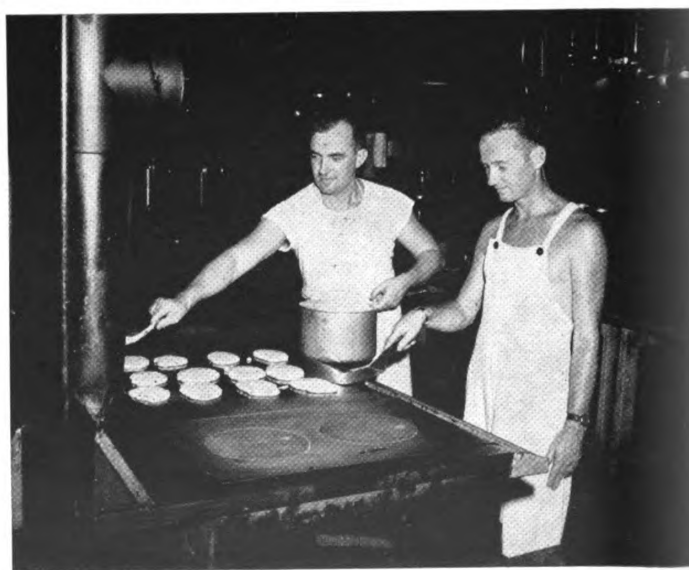
There's no substitute for chow.

Barbara to San Diego. All of them, "the perfect lover"—to hear them talk.

The trip to the Philippines was uneventful but the cooks and bakers worked under hardships in a small and extremely hot galley. They probably slept the best for they used a semi-refrigerated hold as their quarters.

Arriving at Calicoan, we were confronted for the first time with the problems of cooking and eating in the

Claude Crowl and Red Purcell whip up a favorite breakfast.





Mess Hall at Calicoan

Flour	28,500 lbs.
Preserved meats	13,000 lbs.
Smoked meats	9,000 lbs.
Fresh meats	57,600 lbs.
Dried & canned vegetables	51,485 lbs.
Fresh vegetables	132,000 lbs.
Canned & preserved fruits	26,116 lbs.
Fresh fruits	53,800 lbs.
Cocoa	400 lbs.
Tea	1,200 lbs.
Coffee	3,400 lbs.
Cereals	5,320 lbs.
Cheese	1,200 lbs.
Salt	2,000 lbs.

field. As luck would have it we arrived during one of the rainy seasons and we learned that eating in a down-pour can have its drawbacks, no matter how good the food. In a matter of minutes, perfectly good beef stew turned to weak broth and baked beans became bean soup. Plans were immediately drawn up for the new galley and no time was lost in the construction work. Our first meal, breakfast, was served in the new galley on March 19th and again our galley crew proved themselves worthy of the reputation "the Navy's best."

Keeping one thousand men's appetites satisfied is a monumental task and in case you doubt it, here are the figures for one month to prove it.*

Sugar	22,500 lbs.
Eggs	2,600 doz.
Spices	100 lbs.
Yeast	300 lbs.
Fruit juices	900 gal.
Butter	3,600 lbs.
Ice cream	400 gal.
Average ration (man per day)75c

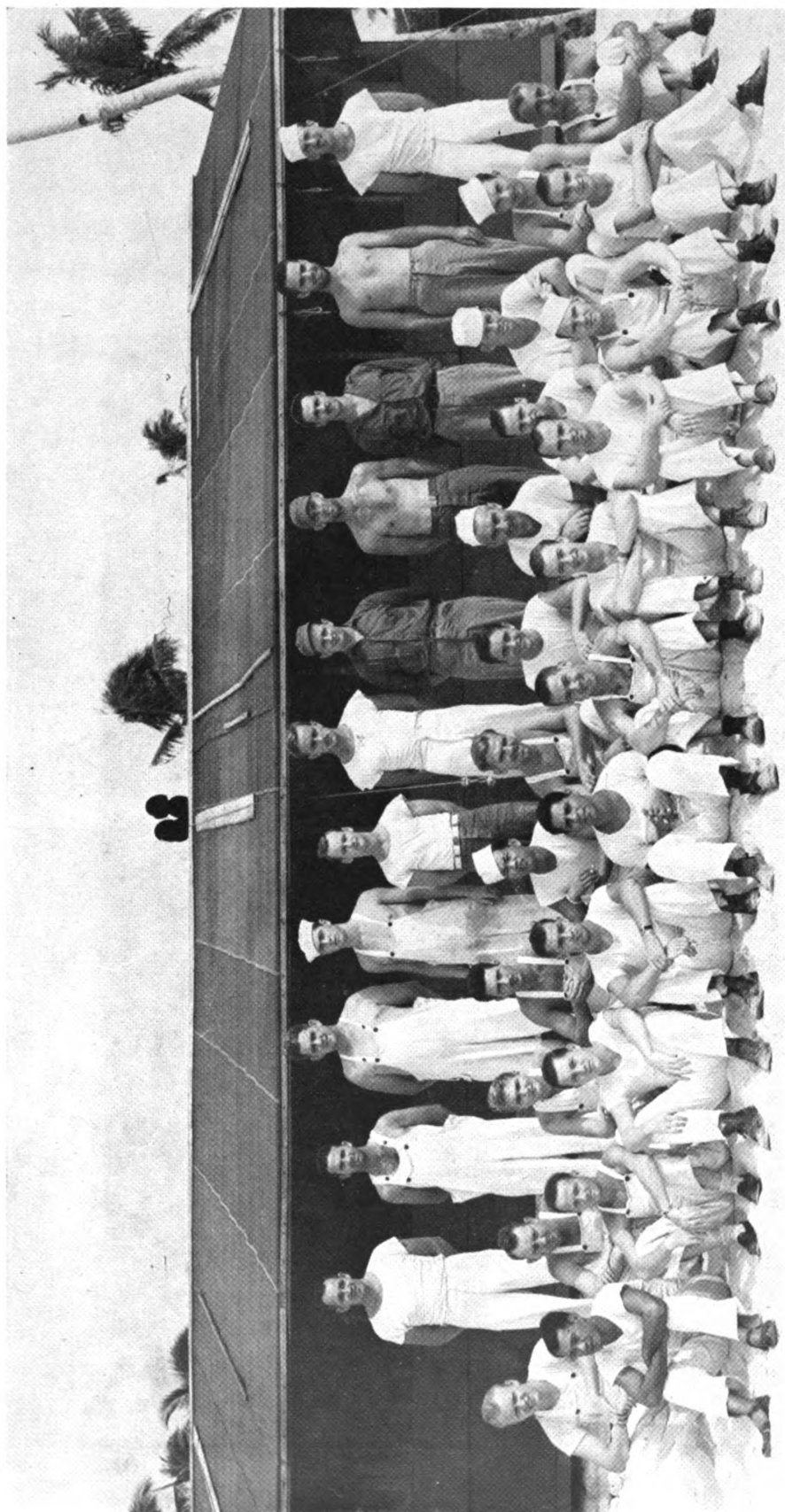
MARSHALL ROWLAND WHIPS UP A FAST ONE



"Metalsmith—First Class"

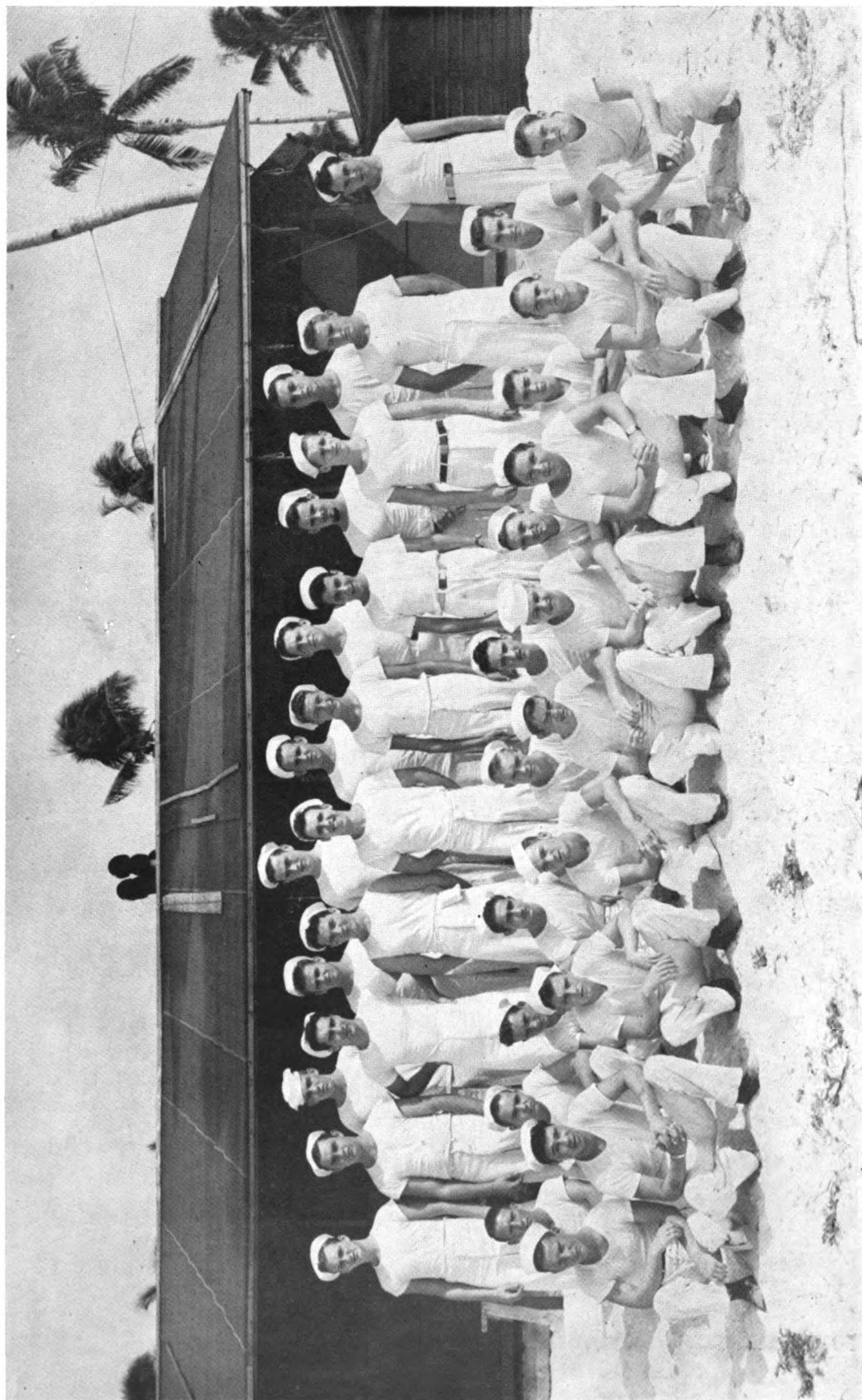


*See apology for figures on page 260.



COOKS AND BAKERS

First Row—Francis A. Puohau, Howard R. Purcell, William P. Toler, Myron H. Sievert, Robert C. Gallarza, L. R. Beaver, James J. Fowler, Claude E. Crowl, Bruce E. Alphin, Alford R. Laws. Second Row—Lorenz R. Ipsen, Fred P. Edwards, Parker B. Smith, Rudolph B. Sosnowski, Harold P. Willada, Eugene N. Ritts, Charles W. Teague, William E. MacMillan, Curtis A. Bessette, Erol P. Blue, John H. Rector, Peter J. Dobranski. Third Row—Raymond H. Poe, Homer Williams, Raymond Shafo, George B. Westmoreland, James A. Buchanan, Donald E. Burse, Albert R. Witte, William E. White, Harry E. Baler, Ernest J. Wilcox, Marshall J. Rowland.



MESS COOKS

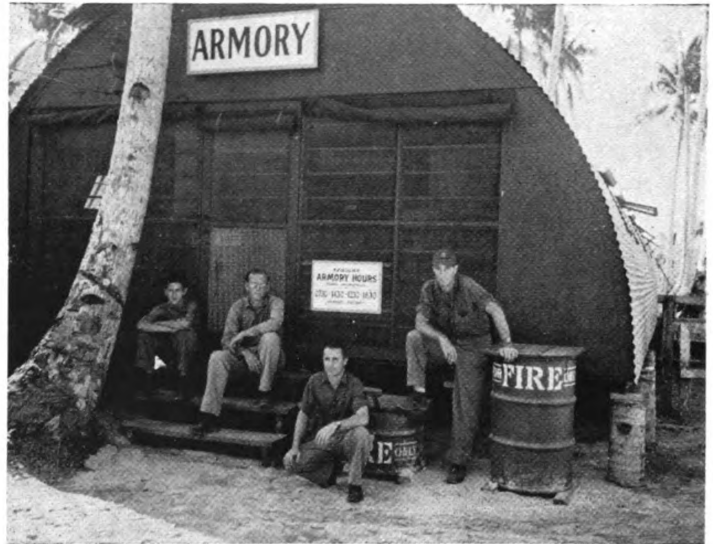
First Row—Roy Sweet, Pablo Jaure, Wilbert B. Jacobs, Dempsey Carney, Billy R. Edwards, Walter J. Koralewski, Charles D. Carrisoza, John W. Bates, James J. Fowler. Second Row—Troy Sweet, William L. Hedrick, Charles E. Baker, Agostino A. Alvirgi, Milton P. Cook, Wilmer J. Adkins, Jack J. Cuddington, Melvin C. Chisholm, Ransome F. Greene. Third Row—James R. Closson, Luther Helton, Robert W. Ellis, Charles E. Baer, Robert Ball, Sylvester New, Charles A. Main, Melvin E. Nitowski, Johnnie M. Williamson, Ray C. Outz. Fourth Row—James B. Palmer, Walter J. Biga, Homer G. Arritt, Forest W. Cavey, Darrell Hall, Frank L. Wallace, Robert W. Di Girolamo.

ARMORY

Although Construction is the primary object of the Seabees, they are classified and equipped as combat outfits. The Armory, under the direction of T. J. Smith, CGM, is charged with the up-keep of the Battalion's machine guns, mortars and small arms, and also the storage of munitions and explosives.

The building and layout, designed by Chief Smith, is a model shop and it has been copied by almost every battalion that followed us to the Philippines. The cleaning facilities of the Armory are available to all members of the Battalion as are the advice and instruction of the staff. Chief Smith has attended every gunnery school provided by the Navy and is qualified to instruct on all ordnance up to 40-mm.

A sideline of the Armory was the exploding of primer caps in 30 and 50 caliber shells for the hob-



H. R. Blevins, W. R. Wilson, David Rainwater, T. J. Smith.

O.D. OFFICE



Bob Schilling at the switch-board.

byists, but this came to an abrupt end when Perley Marston received a blast of hot metal in his back. Says Perley, "No more hobby-lobby!"

The O. D. office might well be called the beginning and the end of the Battalion for it is here that officers and newly assigned men to the Battalion are logged in and the last requirement on detachment is fulfilled by logging out.

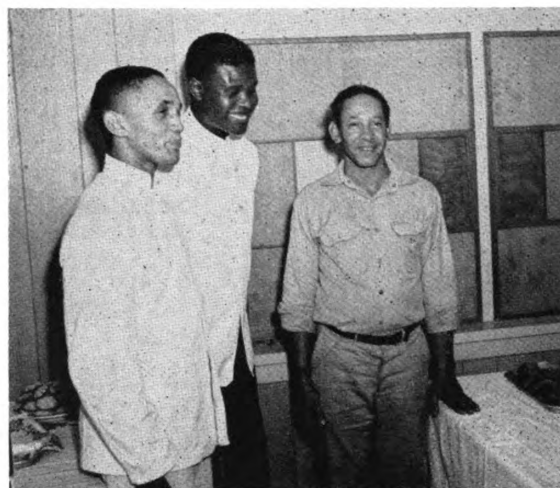
The office is also the Nerve Center for the Battalion as all messages, telephone, verbal and written are cleared through here and announcements of schedules, or any information of general interest, are made over the public address system. Here, too, is the starting point for the guard inspections and messengers are always on duty.

Ensign George T. Gay, again the man of a hundred titles, is the permanent Officer of the Day and under his direction each company assumes the duties of O. D. for a period of one week. The watch is 24 hours a day, and is set up in three sections of eight hours, the shifts working four on and eight off.

THE STEWARDS



Hill serving at the Midway Officers' Mess—Bailey and Christian in the rear.



Frank Ray, Sanders and Chief Allen ready with a buffet at Midway.

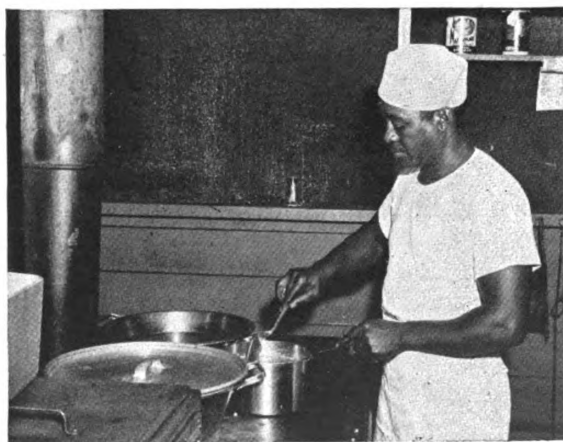
To the stewards falls the duty of cooking for and serving the officers and of keeping the officers' quarters tidy. Wherever an officers' mess hall is established, the stewards get the break as they are entitled to the same chow as the officers. However on foreign duty this is seldom to anyone's advantage, as officers and men alike eat the same food. The stewards come from many walks of life. When Chief Allen reported to the Fifth, he had 20 years' service in the Navy, Fred Jenkins had been a heavyweight boxer, and Matthew Harris, a chef at three of Houston's leading hotels. "Jelly Roll" Alexander turned out to be the hottest thing in "Boogie Woogie" in the Philippines, and as a result, a hot dish of deep south rhythm was served for dessert, once in a while.



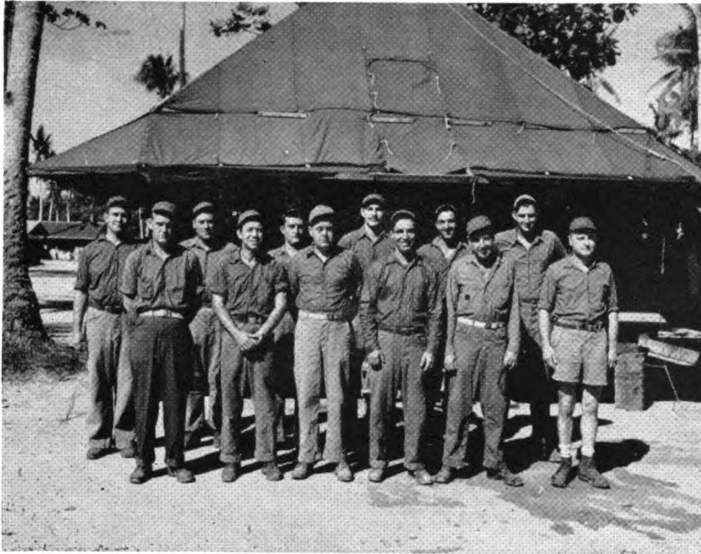
Front: L. McCluver, J. L. Harris, M. Harris, G. Wiley.
Rear: L. Richards, E. Franklin, L. Alexander, W. Ellett, F. Burns.



Freddie Burns and Johnny Harris fix that all-important "Joe".



Matthew Harris whips up a stew.



THE M.A.A. FORCE



Front—Piercy, Lusby, Appleby, Freitas, Fountain, Dowty;
Rear—Holmes, Goldman, Bascom, Hansen, Rompalo,
Mullen.

The Master at Arms force, whose members are more familiarly called M. A.'s, is the police force of the Battalion.

Their responsibilities include keeping order at assemblies, guarding and escorting prisoners, occasional messenger duties and control of the brig. As a rule, an effort is made to select members of the force who have had previous military, police or shore patrol experience.

Embarrassing moments occur at times and many of the force would prefer not to hear the story of how a prisoner, permitted to go to Honolulu under guard for personal business reasons, escaped and returned to camp

intoxicated six hours after his M. A. A. guard. And then there is the story of the two M. A.'s at Midway who locked themselves in their quarters for protection from a chap who "blew his roof."

All in all, theirs is a thankless job and they take it with good grace. L. C. Piercy, BM1c, is in charge of the M. A. A.'s and has the record of being the longest on the force.

"Les" Dowty, CM2c, is the yeoman for the M. A. A. force and handles all the correspondence. He is also aide to the insurance officer and can quote premiums at will.

The M. A. A. Office—
L. C. Piercy,
L. H. Dowty.



SHIP'S SERVICE



THE CREW

First Row—David Ablon, E. L. P. Bloxam. Second Row—Clarence O. Lanier, Louis J. Coletti, Dale J. Devore, Robert L. Hoener, Earl L. Reauso, Willie L. Standridge, Charles M. Wilt, Louis N. Bright, Third Row—Marion R. Ziegler, Leo E. Witt, Stirling M. Hill, Frederick A. Ziffle, Elmer F. Westendorf, Richard F. Preston, Eugene W. Seiberlich, Alex Grieves, Jr., Donald J. Rohweder.



THE STORE

Eugene Sieberlich, Richard Preston, Dave Ablon, Willie Standridge.

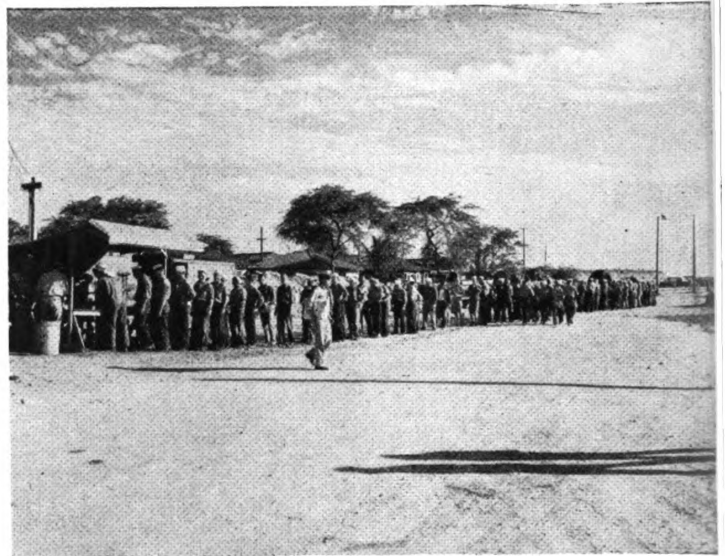
The Ship's Service of the 5th Battalion was first opened in June of 1943 at Camp Catlin after the Battalion detachments returned from their advance bases. Up until this time the various subdivisions had depended on the services at the bases to which they were attached.

Jim Trefney, CSK, Paul Feigert, CM1c, John Hunter, CM1c, Algerion Hunter, CM2c, and Huey Taylor, CM2c, constituted the original staff with Dr. Saul Yafa in charge. The original service was started with stock and cash valued at \$5,000, and the staff was constantly plagued with problems of procuring sufficient supplies. Had it not been for a rationing program the week's supply of Coco-Cola and beer would have been consumed within two days. The Ship's Service also provided laundry, barber, photographic and tailoring services, all urgently needed by the men, and supplied at small fees. In the next few months, Warren McGuire, SK2c, was added to the staff as bookkeeper, and a new and unknown recruit from Pearl Harbor, Louis J. Coletti, SK3c, became assistant to McGuire. "Luigi" Coletti is still in Ship's Service at this writing and has the longest record with the department.

After the Battalion moved to John Rodgers Airport several changes were made in Ship's Service. Ensign Samuel Katseff replaced Lt. Yafa as the officer in charge of the department. In December, Chief Dave Ablon replaced Chief Trefney and "Sid" Hunter was placed in charge of the store. It was here also that Don Russell joined the department and he will best be remembered as being connected with "liquid refreshments."



Elmer Westendorf and Emporium at Camp Catlin.

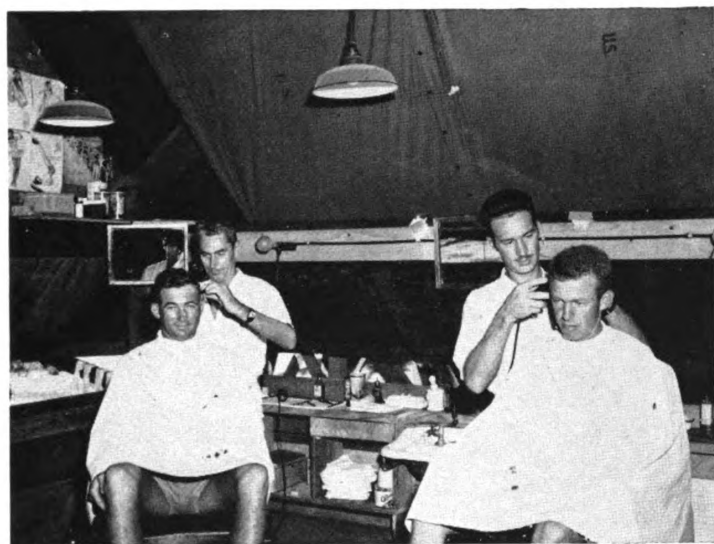


It's a long beer line at John Rodgers.

Business picked up rapidly as contracts were made which insured an increased supply of the items that were in the greatest demand, and the previous restrictions and rationing were dispensed with. The various sub-departments also prospered; the tailor shop with "Buck" Harvick and Dan Lamb as tailors; the barber shop with Elmer Westendorf and Frank Cartoscelli as barbers; the photo shop with Ted Newhall and Alfred Hardisty; and the cobbler shop with Myrl Hall and Herman Becker.

With the profits that accumulated, the Ship's Service, in conjunction with the Welfare Department, planned various entertainments for the recreation of the personnel of the Battalion. There was a series of USO shows, luaus, barbecues and private shows. At all these affairs beer, "coke," sandwiches and other foods were all furnished free, and on holidays, beer, cigarettes and cigars were all furnished with the main meal.

When the Battalion received orders to return to the States, the stock of Ship's Service was sold to the 4th Battalion, and the fund which now amounted to \$23,000 was transferred to the Welfare Department to be used for loans to the personnel. The men made good use of the fund, borrowing some \$22,000, most of which was used for railroad fares on regular, emergency and pre-embarkation leaves.

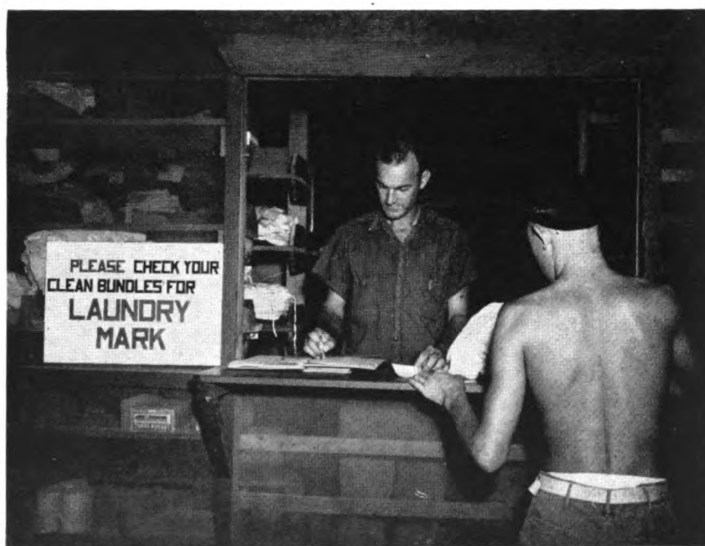


BARBER SHOP

"Pappy" Metzner works on H. Cudd and Elmer Westendorf gives O. Faulkner a once over lightly.

LAUNDRY

Fred Ziffle checks in a "Chinese Special."



TAILOR SHOP

Clarence Lanier tailors a suit of whites for possible use in China.

At Camp Parks in June 1944, E. L. P. Bloxam, Ch. Carp., became head of the Ship's Service and Welfare Department relieving Mr. Katseff who was transferred to the base station at Parks for duty.

The Ship's Service operated most of the time in the States in preparing for the next tour of duty. As fast as the loans were repaid by the personnel, the fund was used to build up a new stock of supplies. Approximately \$9,000 of the money returned to the fund was spent by the Welfare Department in purchasing many items not included in the regular components of the Battalion. These items included athletic equipment, band instruments and music, power machinery for the hobby shop and medical equipment not issued by the Navy Department.

At the new Island "X" a Quonset hut was set up with storage facilities in one half and the store in the other half. The store staff consisted of Richard Preston, MMS3c, in charge, Willie Standridge, S1c, and Eugene Sieberlich, S1c. The office force of Chief Dave Ablon, Louis Coletti, SK2c, bookkeeper, and Dale Devore, S1c, assistant bookkeeper with E. L. P. Bloxam, Ch. Carp., in charge, occupied a tropical tent just outside the Quonset hut.



A "dead soldier" . . . 5th Battalion style.



Waiting for a thirst quencher at Calicoan.

Beer and Coca-Cola were both rationed by orders of the Seventh Fleet so that it became necessary to use a ration card system entitling the personnel to one beer or "coke" each day, or two every second day. On one occasion a bright young chap reported to Chief Ablon that his beer card had been left in a shirt that went through the laundry and that the card had been completely dissolved and washed away. When the man was found in the beer line several minutes later he replied sheepishly, "Well, Chief, I just found my beer card." A nice trick if he could have worked it.

The different divisions of Ship's Service were all set up in the same area with the following personnel:

Barber Shop—Elmer Westendorf, SSMB1c, Lawrence C. Metzner, SSMB3c.

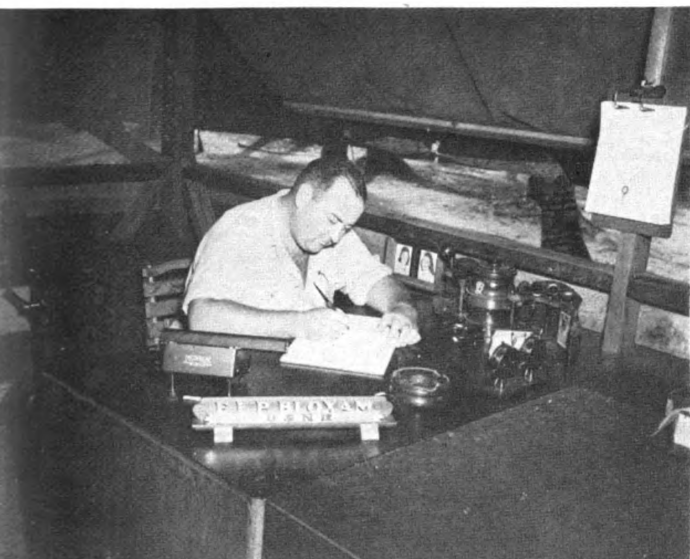
Photography Shop—Kenneth Little, CY, Sterling M. Hill, EM1c.

Radio Shop—Raymond E. Scherrer, S1c.

Tailor Shop—Clarence Lanier, CM2c.

Beer Line—Robert Hoener, S1c, Earl K. Reauso, MM3c, Louis N. Bright, S2c.

Laundry—Fred Ziifle, CM2c, Lee E. Witt, S2c, Marion R. Zeigler, S2c.



Chief Warrant Officer Bloxam, in charge
of Ship's Service.



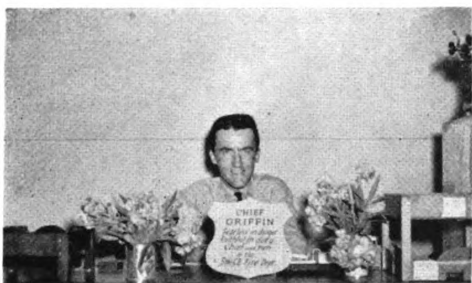
The importance of Ship's Service and its various subdivisions cannot be overestimated, for the services it renders help to make life on Island "X" just a little more pleasant. An idea of the volume of small profit business can be obtained from the following facts: the tailor shop, in addition to carrying on the regular tailoring work for the Battalion personnel, has produced 500 baseball caps, 300 nail aprons and altered hundreds of gar-

ments, all on short order; the barber shop runs an average of 1,500 hair cuts a month and the beer line sells an average of 1,000 bottles a day. It has been estimated that for the 15 months that the Ship's Service has operated overseas that they have sold 1,300,000 packs of cigarettes, 1,000,000 bottles of beer, and thousands of razor blades, tooth brushes, writing tablets, candy bars and other daily necessities.



Scene of many happy evenings . . . Beer
garden at Calicoan.





Fire Chief Griffin.

After the underground utilities and airstrips were completed at John Rodgers, the fire department became a necessity, as barracks, hangars and towers began to sprout all over the base.

A force of eight experienced men were chosen from the Battalion to man the department under Lt. William M. Griffin, Jr., and to teach men selected from Naval Air Station the business of fighting fires and prepare them for eventually taking over the department.

Arthur "Chief" Penniwell, formerly of the Wilmington, Del., fire department, was made acting chief in charge of the system with headquarters in Station 1. Charles "Chuck" Preston of the Lansing, Mich., force became head of Station 2, and Neil Burnside, formerly of the Phoenix, Ariz., department, became Fire Inspector. Additional majestic titles of Chief Engineer and Assistant Chief Engineer were carried respectively by Harry Shawkey and Henry Otterson.

One Seagrave pumper and five International crash trucks, fully equipped for every type of emergency, were placed at the disposal of the department and slowly but



FIRE DEPARTMENT



Fire house truck and crew—John Rodgers Airport.

surely 33 Naval Air men were turned into "fire-eaters." A tour of duty that was to last 60 days finally stretched out to six months, during which time a dozen or more fires were expertly extinguished. Perhaps the most dangerous of the fires was the roof fire that threatened to destroy the all-wood nose hangar.

In the Philippines the fire hazards in the Battalion camp area were few and far between compared with John Rodgers and the reduced fire department consisting of "Chief" Penniwell, Gordon L. Deck and H. M. Wilson operated with two trailer pumpers and emergency manual equipment. In spite of the routine tasks of checking and refilling extinguishers and keeping the equipment in perfect order, they found time to do additional duties such as pumping water during concrete laying operations and pumping shallow wells for shower water.



PUMPER AND DRYING RACKS

Left to right: Hoglund, Deck, Penniwell, and Wilson.

A Fire Truck Goes Wrong.



Our first fire in the Philippines.

POST OFFICE AND CENSOR DEPARTMENT

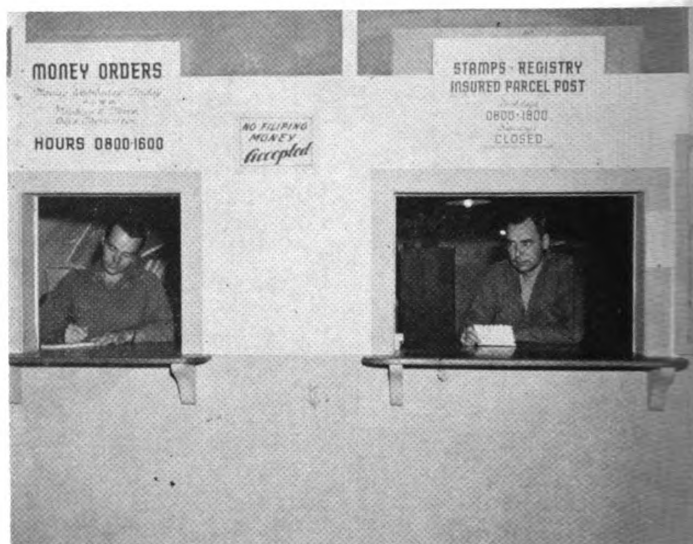
The Post Office is always a source of joy, for through it come the thousands of letters from the folks at home. It is a busy place where the clerks are plagued with that ever-ready cry of "any mail today"? The financial business is big too, for after a typical pay-day it is not unusual to find the clerks writing up to 500 money orders, with total values of 30 to 35 thousand dollars.

As a matter of convenience the four censors work with the Post Office. Their job of censoring hundreds of letters every day is one not envied by most men of the Battalion. A normal day finds them with from 600 to 800 messages to read, and the "headache pile" on Monday morning reaches the staggering total of 2,000, or an average of two letters per man.

A chore not generally undertaken by censors of other battalions, is performed by the censors of the 5th Battalion who have always taken it upon themselves to wrap packages for the personnel. Some idea of the variety of sizes of these packages can be gauged by the following list of items being mailed home: fountain pens, folding card tables, wooden salad bowls, 30" diameter native hats, wrist watches, unassembled chests of native wood, and unnecessary articles of clothing.

At Pearl Harbor the first semblance of a Post Office was formed in June 1942 when Andrew Brinson, Y2c, was appointed as a mail clerk, and an office at 115 Center Drive was used as a sorting room for mail to be forwarded to the various detachments. Later, in October, when the mails increased, James Butler, MM2c, joined Brinson and together they worked long and hard to keep the situation in hand. The avalanche of Christmas mail often kept them working till midnight.

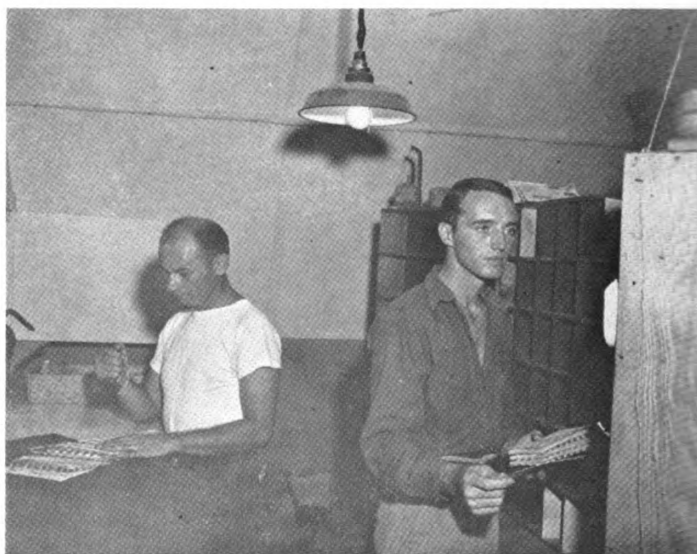
In December the Post Office moved to Red Hill, where it was officially commissioned and the first money order was sold to the Skipper, Lt. Commander Howard



OPEN FOR BUSINESS

Jim Butler peddles the money orders and Vic Griffith the stamps.

P. Potter, under the benevolent eye of Lt. Reams, District Postal Officer of Pearl Harbor. After the Battalion detachments all returned to Pearl Harbor, Andrew Brinson was transferred to the 3rd Regiment and was replaced by a newcomer, Victor F. Griffith, Sp(M)2c, a Postal veteran with 20 years' previous service. When later the Battalion moved from Red Hill to John Rodgers Airport, the Post Office was set up in the east end of the admin-



HANDLING THE SUGAR REPORTS

Walt Petriew cancels the outgoing and Bill Seigler sorts the incoming.



CENSORS AT WORK

Front: Charlie Sykes and Bob Schilling. Rear: Bill Runnels and Warren Zemke.

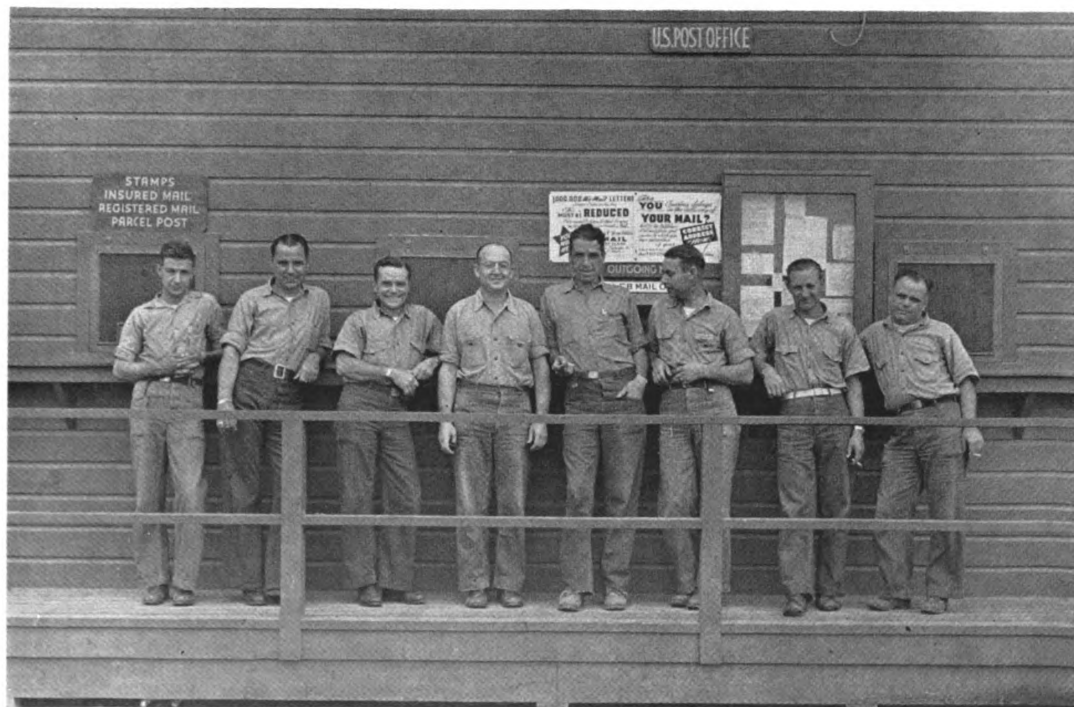
istration Building, and here the office and crew thrived on their made-to-order home.

The return to the States in March 1944 automatically dissolved the censorship department and the postal clerks

Vic Griffith, Jimmy Butler and Paul Andree opened a temporary shop at Camp Parks for the convenience of the men of the Fifth. Personnel of all the other battalions utilized the services of the Base Post Office.

The return overseas and arrival at the new island "X" meant going into business again at full speed. A new group of censors was formed, including Warren Zemke, CM2c, Hdq. Co., William Runnels, CM1c, Co. B, Bob Schilling, M2c, Co. C, and Charlie Sykes, SF3c, Co. D. Two new postal assistants, W. H. Seigler and Walter Petriw, MaM3c, late of the 105th Battalion, were added to the "solid" staff of Vic Griffith and Jimmy Butler. A brand new Quonset hut was erected and interior fixtures, for facilitating handling of the mails, were built with such perfection as to please the most critical of Postal men.

It is in this unparagoned emporium that the Postal clerks and censors now ply their trades, and it is rumored that they do not care if the Battalion remains here for the duration.



POSTAL MEN AND CENSORS AT JOHN RODGERS

Paul Andree, Vic Griffith, Jim Butler, Harry Knox, Don Russell, Warren Zemke, Jack Starr and Jimmy Booth.



C'ST LA GUERRE

Can't write a thing,
The censor's to blame.
Just say that I'm well,
And sign my name.
Can't tell where we sail from,
Can't mention the date.
And can't even number,
The meals that I ate.
Can't say where we're going,
Don't know where we'll land.
Couldn't inform you,
If met by a band.
Can't mention weather,
Can't say if there's rain.

All military secrets,
Must secrets remain.
Can't have a flashlight,
To guide me at night.
Can't smoke a cig,
Except out of sight.
Can't keep a diary,
For such is a sin.
Can't keep the envelopes,
Your letters come in.
Can't say for sure, folks,
Just what I can write.
So, I'll call this a letter,
And close with, "Good Night."

THE HOBBY SHOP

Funds from the Ship's Service and Welfare Department have furnished the Battalion with one of the finest and most complete hobby shops. It contains everything from power wood-working machines down to paint brushes and instruction books. During the regular working hours the staff of Alvis Byers, CM1c, Paul Schultz, CM1c, and Edward Miklos, S2c, under the able direction of Chief "Pappy" Busam turn out a variety of work for the Battalion.

Boxes and crates are made for moving and storage, desks, chairs, tables, file cabinets and other furniture are constructed for the offices and dozens of other projects and turned out quickly and expertly.

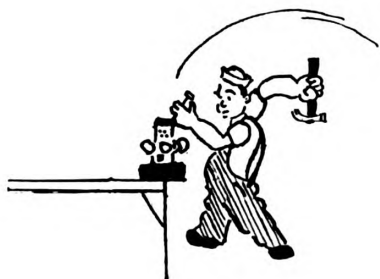
During the noon hour and in the evening the hobbyists take over the shop and can be seen working on every conceivable type of wood products. Chief Busam and his staff are always available for instruction, advice and help; the latter going as far as playing pharmacist when parts of fingers start flying along with the chips. In spite of every possible precaution one record week produced five partial finger amputations.

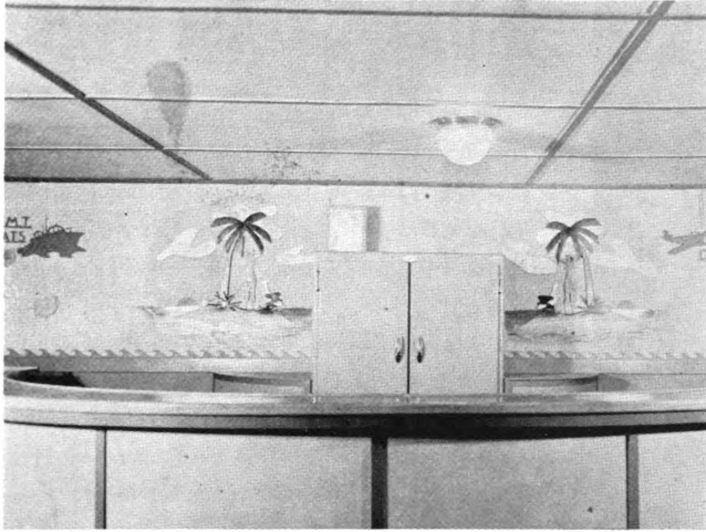


Hobby shop going full blast.

Chief Busam is an artist in his own right and has produced many original creations and designs of his own, notable of which are the C. P. O. club at Midway Island, the altar and lectern for the Chapel, the interior of the Officers' Club in the Philippines and the music stands for the Seahorse orchestra.

A FEW OF THE PRODUCTS





CPO CLUB
MIDWAY

BATTALION HEADQUARTERS
SIGN



OFFICERS' CLUB
PHILIPPINES





THE CREW

Walter Guerin, L. D. Spann, Billy Walker, Harry Lowell, and Charles Kampf.



POWER PLANT

The opening of the power plant was a relief to us as it meant the end of fussing with lanterns and flashlights. Two 75 KW Diesel generators, together with a 50 KW plant at the 33rd Regiment, furnished the camp with an abundance of light and power.

The crew of five, Walter J. Guerin, EM1c, Charles L. Kampf, EM1c, Lilburn D. Spann, EM2c, Billy Walker, EM2c, and Harry Lowell, EM2c, work eight-hour shifts to keep the plant operating 24 hours a day. To date the generators have averaged 2,500 hours of operation without a single breakdown or overhaul job.

It has been the boast of Chief Warrant Officer Edward Ayers, who is in charge of the plant, that it has never been necessary to curtail the use of lights in camp in order to conserve current.



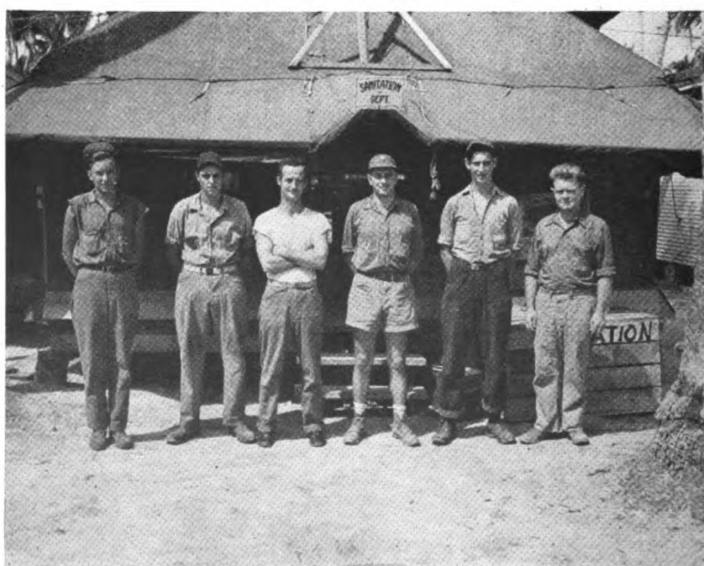
SANITATION DEPARTMENT

The Sanitation Department, despite its obnoxious title, is one of the vital divisions of the Battalion and its duties are manifold. Working behind the scenes, in conjunction with the Medical Department, the Galley and the M. A. A. force, our Sanitation Department supervises the mess cooks, the scullery, the spraying of screens and pools of water, the care of the heads, and much of their spare time has been spent in keeping the ball diamond in repair.

Our rain barrels, which, when filled, afford so many conveniences, have often been dumped or sprayed with oil by the sanitation crew . . . mosquitoes, you know. The department is under the direction of Ens. George T. Gay, the man with one hundred titles.

THE CREW

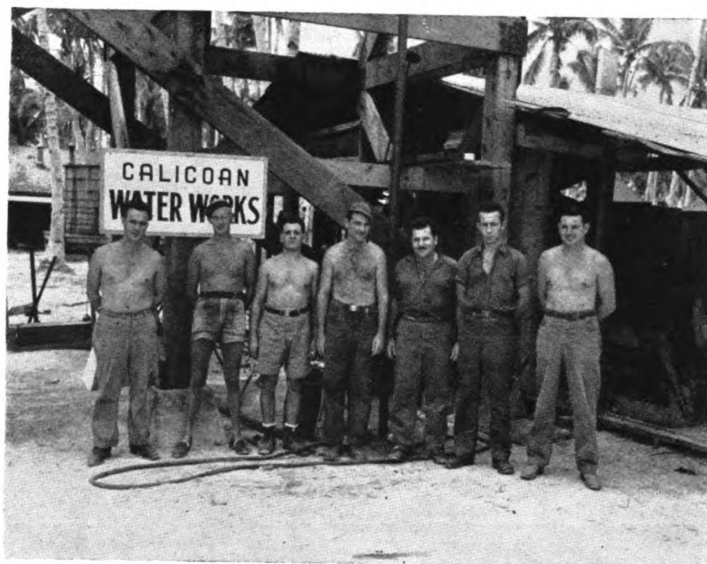
J. E. Lawson, E. M. Santa, R. E. Tobey, Ens. G. T. Gay, Don Gaul, T. F. Scully.



THE WATER PLANT

On our arrival at the new Island "X" in the Philippines, the Battalion was confronted for the first time with the problem of supplying fresh water. Two Cleaverbrook evaporators were set up to process sea water and they did an admirable job of turning out 12,000 gallons of fresh water daily to meet the requirements of the galley, ice plant, laundry and drinking water.

The original pump, used to pump water from the sea, was originally powered with a gasoline engine that left its mark on at least one man. Frank Savage tried winding it up one night when the crank slipped and ricocheted off his nose—he still carries the scars. This gas engine was later replaced with an electric motor, a change enthusiastically received by the tenants of nearby tents who complained at the nocturnal disturbances.



THE CREW

Fetty, Jones, Rizzo, Keenan, Sharp, Savage, O'Neill.



TYING INTO THE FRESH WATER LINE

Left to right: H. W. Eckert, Elmer Norris, Chief Andrew Sharp and John Y'Barbo.



The plant operates 24 hours a day, the crew working in pairs in eight-hour shifts. It is under the supervision of Andrew Sharp, CSF, and the crew consists of Cyril O'Neill, WT1c, Carlo Rizzo, WT1c, George P. Jones, WT1c, Harold Fetty, SF2c, George Keenan, SF2c, and Frank Savage, SF2c.

Many of the men who could not adapt themselves to bathing in the sea or in the brackish showers tried filching buckets of fresh water from the evaporators. Most of those intercepted had a variety of excuses, the classic of which was "I just need some water for a mouth rinse." (He had two buckets full, and he wasn't Joe E. Brown.)

George Keenan is considered the official scuttle-butter of the crew and generally has all the answers. His frequent visits to town invariably terminate with a profuse line of predictions and rumors straight from the feed bag. Perhaps George does have an Admiral on tap.

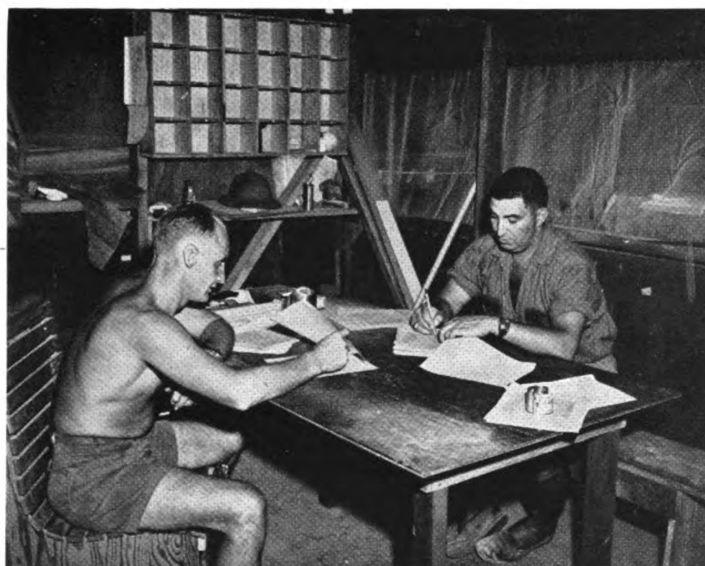
C O M P A N Y O F F I C E S

The company office is the center of activity for each company. Here, the mail is collected and distributed, muster rolls kept, work assignments made, and time sheets and reports made. It is the headquarters for the company first chief and his company clerk, both of whom are responsible for the condition of the men's quarters and the general appearance of the area.

We will probably best remember the company office as being the source of two great commands . . . "lights

out" and "fall in for muster"; both an occasion of irritation. The lights out could be circumvented by the skillful use of a flashlight but missing muster required a parking space at the sick bay.

Members of the company offices have been known on occasions to catch up on a bit of sack duty or card playing when business became slack and it is rumored about, that the job will always find a waiting list of volunteers.

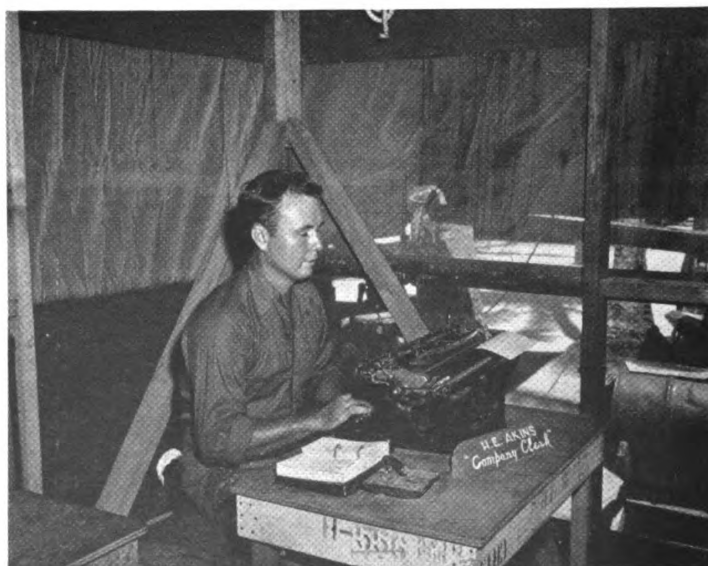


HEADQUARTERS COMPANY

Howard Harmeyer and Chief Earl Moore.

COMPANY A

Harold Akins and (Chief Sam Fields on detached duty at OBOE 2.)



COMPANY B

L. C. Stafford and Chief Olen R. Paschall.

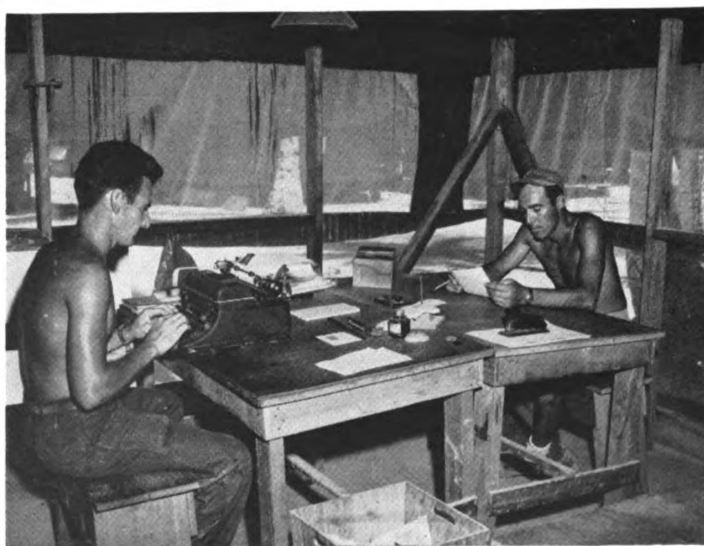


COMPANY C

Allan MacDonnel and Chief Billie Connoles.

COMPANY D

Owen Rennekamp and Chief Elmo Posio.



T H E S H O P S



... Sixty three reasons why the wheels keep turning ...



... A Job for the shops ...

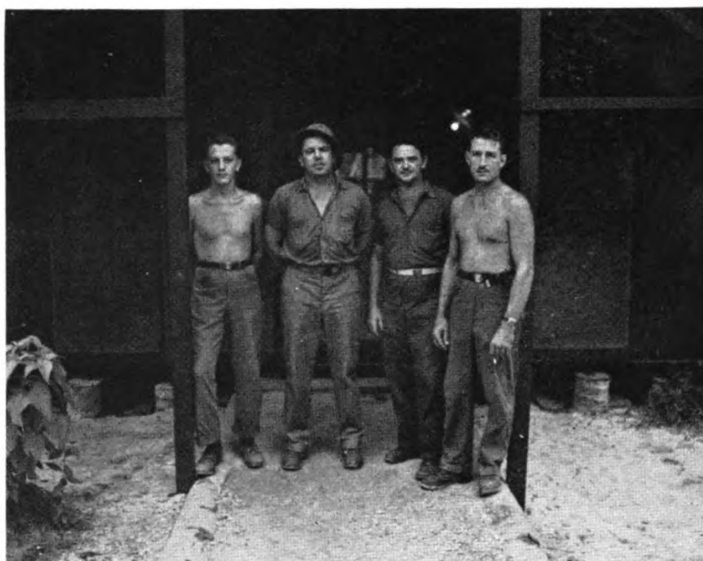
SPARE PARTS DEPARTMENT

This department practically owes its origin and success to Chief John Butler, who at the moment is back in the States, . . . and, we presume, wearing "civvies." At the beginning of the JRA job at Pearl Harbor, the spare parts warehouse was just a jeep with Butler at the wheel, but it was immediately obvious that a streamlined organization was a "must." With Butler as the key man, the activity expanded itself into a maze of bolts, nuts, cotter pins, keys, brake linings, gasket material, and a thousand other items many too numerous to mention.

At Calicoan, Butler had this department functioning in a lean-to the day Battalion came ashore—filing manuals, and beginning the super job of uncrating precious parts which we couldn't afford to lose. Later on, a Quonset hut was built and that building now houses the spare parts department and the shop office.

Frank Swanson took over the all-important job vacated by Butler and reports with pride that the department has never failed to meet a deadline.

This department, or "shop" is one of the many which come under the guidance of Chief Warrant Officer "Boats" Johnson.



THE CREW

Michael Barkoot, Ch. Carp. Chester L. Johnson, Billy L. Walker, Frank Swanson.



F. Swanson and R. Schwabik fill orders from stock.

THE TIRE SHOP

"The Tire Shop" is probably a grossly inadequate title for a shop crew which does so much work. In addition to routine tire repairs and changes, they service all equipment with fuel, grease and oil—some on their "home grounds," the grease rack, and some on the job.

A number of men on the present staff gained much experience on similar work at John Rodgers Airport, and their sincere effort has meant additional life and better performance of the Battalion's equipment. Tropical conditions require particular attention to servicing and the proper type of lubricants.

The crew reports that the biggest laugh occurred one day when they were trying to start an air compressor. After observing many minutes of cranking, one of our Ensigns, who was standing nearby, suggested that the crew might be cranking in the wrong direction.

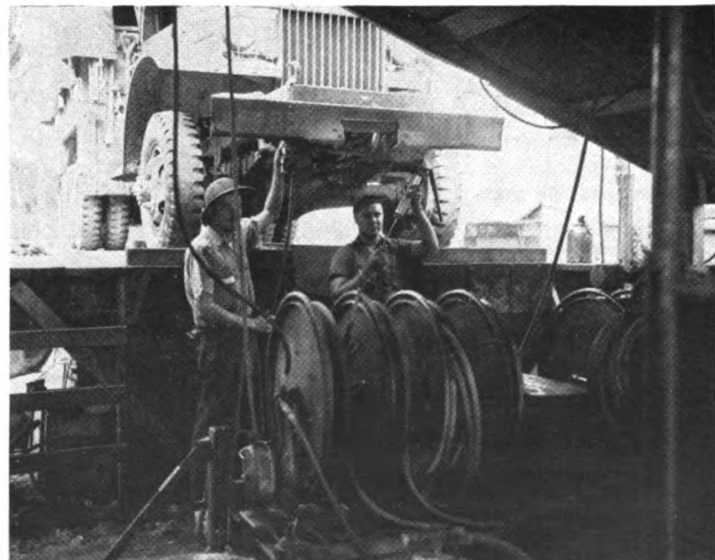
It has been said many times that this was a war of machines. Our conclusion is the machines were no better than the men who serviced them. Our machines were good!

From MESS COOK
TO THE TIRE RACK



THE CREW

Front: Maurice B. Lorber, Alex K. Volek. Rear: William E. Lower, James E. Long, James D. Sluss, Edward A. Linskins, Russell E. Kroger, Roy M. Iverson.



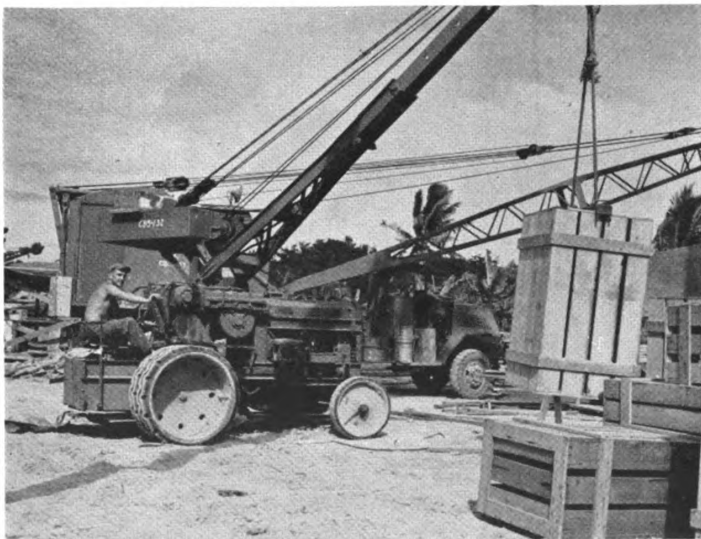
J. Sluss and R. Smith do a grease job.

EQUIPMENT ASSEMBLY AND MAINTENANCE



THE CREW

William N. Herrold, James H. Foster, E. R. Smith, Ernest L. Tell, Paul E. Wheaton, Richard Avilez, Alvin Lewis. Front: Oris H. Swearingen. Rear: Oswald Faulkner.



"Buzz" Swearingen operates the "cherry picker".

This department, under Chief E. L. Tell, probably has a greater variety of assignments than any other activity in the Battalion . . . assembling new equipment, maintaining and repairing heavy equipment, moving equipment from job to job, converting cranes to clamshells, clamshells to draglines, and draglines to shovels, hauling supplies, loading and unloading supplies with the "cherry picker," and making themselves useful in general around all jobs. In addition, they "horn in" on the riggers by replacing and re-rigging cables on all equipment, and replacing broken sheaves and blocks.

Almost every man in the department is capable of operating any piece of equipment.

The "low-boy" driven by veteran Al Lewis is probably their most useful item of rolling stock.

The crew has a reputation for hard work and Tell has gained the admiration of all his men . . . probably because he does more work than anyone in the crew and thrives on it.

QUOTES

R. Avilez: There is only one thing wrong with working in this department. Every time I try some sack time, Tell puts ice in my pockets. The operators are congenial and courteous . . . even to the point of bending the booms over the cabs to please the foremen.

THE MACHINE SHOP

"Hey, mate, how about making me one of these?" The fact that the boys have never fallen down on such a request tells the story of the machine shop in a nutshell.

Starting with a mobile unit which was in operation a few hours after it had arrived at the camp, the shop was expanded to its present size under the capable direction of Chiefs E. R. Tapp, V. L. Shank, and Chief Warrant Officer "Boats" Johnson. (Old men, Tapp and Kendall are missing from the picture as they were on their way to the states under the 42-year-old discharge system at the time.)

The shop found its most important function in "trueing up" or "trueing down" repair parts which had been drawn or pounded out of shape from welding and forging. Many times, parts otherwise unobtainable, were manufactured, from the beginning to the end—from the raw material to the final thread.

Other outfits on the island benefited from the excellent work done, as did many ships whose limited facilities made it necessary that some of their work be done in shops such as ours.

Wherever the battalion happened to be, one could have found either Tapp or Shank stomping around the machine shop. Most of the incumbent personnel has seen duty in the shops at Pearl, Midway, French Frigate, Palmyra and Johnston Islands. New men such as Art Saarinen who doubles as band leader have moved in from time to time but the nucleus has remained about the same.

It wouldn't be a construction battalion if the machine shop didn't become a hobby shop at night, and this one was no exception. If one could stand at the door for an hour at night he would see 20-mm., 40-mm., 90-mm., and 50-cal. shells become ash trays, candle sticks and andirons before his eyes.

The machine shop definitely breathes work of one kind or another 24 hours a day.



THE CREW

Front: Ray L. England, Alton T. Puckett, A. H. Lewis, Arthur A. Saarinen, Virgel L. Shank. Rear: Steve Warchol, William H. O'Brien.



Bill O'Brien and "Step-an-Fetchit" at work.

H E A V Y E Q U I P M E N T



THE CREW

Front: Earl C. Lamora, Clifford T. Lyons, Joseph E. Schulte, Ketchel C. Duncan. Rear: Murry H. Sargent, Bernard J. McMillan, Raymond M. Holt, Harlan T. Hill.



Ray Holt and Earl Lamora look over the situation.

The heavy equipment repair shop is under the expert supervision of CMM Ray Holt, who has been in that type of work for many years. Starting at French Frigate where the need for speedy and adequate repair of heavy equipment was a vital one, Holt and Harlan Hill have been part of the heavy equipment set-up in the Fifth for over three years—from French Frigate to JRA to Calicoan.

The work of this shop covers the repair and maintenance of all heavy equipment, the most of which is diesel-powered. When the new equipment was unloaded at Calicoan, the crew, under the guidance of Chief Holt and Chief Warrant Officer "Boats" Johnson, did an overnight job of greasing and servicing to put the "stuff" on the road.

Most of the equipment took a terrific beating on the local rugged coral formations and the shop was kept busy night and day. The manner in which equipment was kept running under such unfavorable conditions is a fine tribute to the crew's untiring efforts.

The shop is long on experience and ability and just a little short in equipment but nevertheless, the boys managed to get everything done on time, all the time.

Here again the men have gained a world of experience and have thereby better fitted themselves to become the mechanics of tomorrow.

LIGHT EQUIPMENT REPAIR

Chief E. F. Burger has been in charge of light equipment repair for so long that he seems as much a part of the shop as any of the tools. Their work includes the repair and maintenance of trucks, jeeps and all other gasoline-powered units. The shop also has a corner reserved for electric starter repair, generator repair and re-winding, body and fender work, and battery work. "Dynamo" Posio was the big man behind the gun in the ignition department. Posio incidentally produced more stainless steel watch bands at Pearl Harbor than John Wanamaker & Sons have sold in the last ten years.

Three shift operation on trucks kept the shop "hopping" all day, every day, and only the untiring efforts of Burger and his men made an efficient truck schedule possible, and the humid salty air gave Posio and his crew in the ignition department as much work as they could handle.

One unique job done by the shop was the complete overhaul of an amphibious jeep which was "scuttled" inadvertently because the operator failed to close the seacock before going "seaward." This turned out to be the unhappy ending of a potential fishing trip engineered by one of our Ancient Mariners, Lt. (jg) Tongren.



THE CREW

Patrick O. Daly, Robert E. Schwabik, E. F. Burger, Clarence Rickard, Edward A. Spratt, Elmo A. Posio, Frank M. Gajeski, James F. Murphy, John Krouchko.



Bob McLean has a job done on his chariot.

WELDING SHOP



THE CREW

Front: Harry H. Whitehouse, Louis Mouch, Allen H. Grider, Julius J. Shaffer. Rear: John L. Jones, Carl W. O'Neal, Robert W. Schwartz, Rufus P. Stevens.



Louis Mouch and J. J. Shaffer do a "job".

The welding shop, under the supervision of Chief R. W. Schwartz, does all of the electric and acetylene welding for all activities in, and under the cognizance of the Battalion. Repairs to broken parts and supplementary work for the other shops constitute a major portion of the work done by this activity.

In addition, there has always been much outside work . . . welding water and sewer lines and other work on the Calicoan NSD project, and on the airport jobs at Midway, Johnston, Palmyra, French Frigate and JRA. The JRA work was a particularly extensive undertaking for the department.

The personnel includes shop welders, shipyard welders and pipe line welders—men who have had experience in all phases of the trade.

Jimmy Marques was out with the Oboe 2 draft when the picture was taken so he is not included.

Work with the Seabees has given the welders a world of experience which would have been otherwise impossible to obtain in so short a time. The experience gained thereby will undoubtedly benefit the boys a great deal when they go looking for that first post-war job.

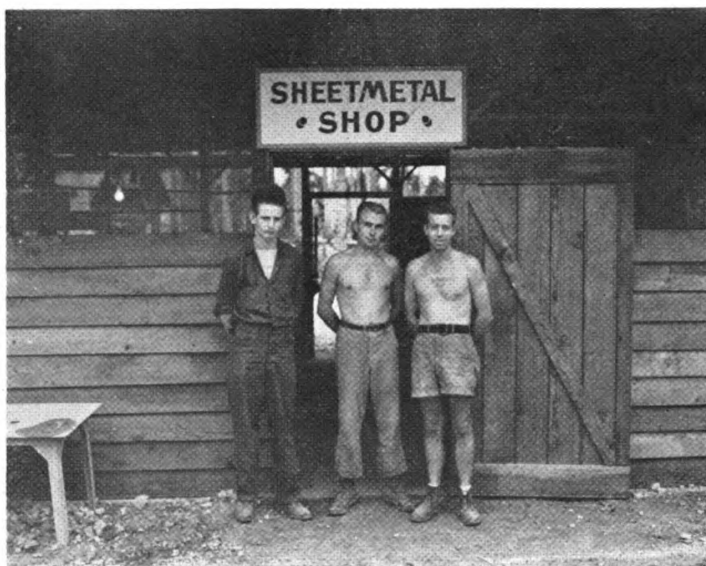
S H E E T M E T A L S H O P

When the year book went to press, Marvin A. Hill was "boss man" in the sheet metal shop. "Boss-man" Hill is also "bass-man" in the Battalion's six-man combo. Due to the discharges via the point system and the 42 year old route, this shop staff had been whittled down to three men.

Materials created a problem—as did shop equipment. The only adequate supply of material was the excess corrugated metal left over from 40x100 SSAR construction. This was flattened in a power roller prior to fabrication and as a result, most of the shop products were of necessity, of that particular gauge metal. Numbered among such products were stove pipes, gutters, flashing, drains and even lampshades. Hill's capable assistant in such production was Max Stiteler.

No article in the sheet metal shop would be complete without some mention of Chief Edgar Utterback and his counterpart in the field, Chief Chester Bowen. Utterback ran the shop at Midway and John Rodgers Airport, and at Calicoan until his discharge, while Bowen worked on the job with the boys at Palmyra, JRA and Calicoan. Utterbach demonstrated a true spirit of patriotism when he came into the Seabees as he was well over the draft age when the war started.

We have many times had a larger and better equipped sheet metal shop than the one on Calicoan but few have put out as much work.



THE CREW

Paul Partello, Stanley M. Stitler and Marvin A. Hill.



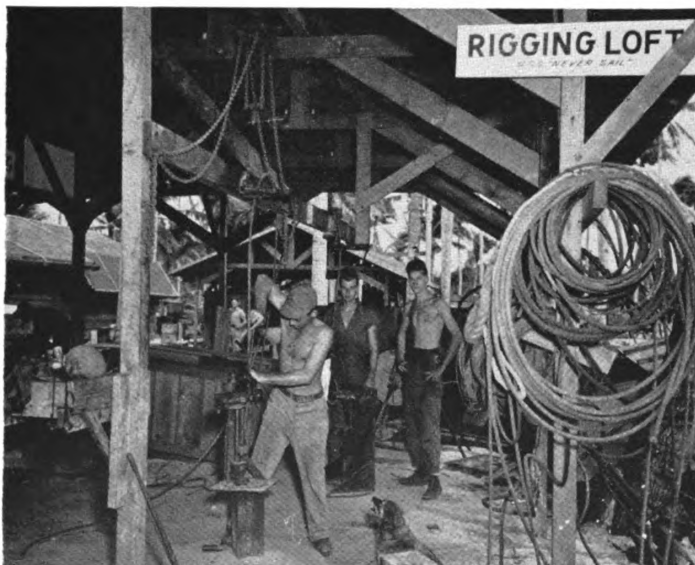
Partello, Hill and Stitler at work.

BLACKSMITH SHOP



THE CREW

Front: Kemper H. Sheeler & Wolf. Rear: Lionel Blount, John C. Smith, Robert H. Scott, Charles J. Watson.



"Doc" Sheeler repairs wire sling while J. Flowers, F. Graham and "Wolf" look on.

As can be seen from the pictures, the blacksmith shop and the rigging loft are housed under one roof. Coming from different unions, the personnel would rather not have it this way but they were finally convinced that one roof was better than none.

J. C. Smith and R. H. Scott keep the fires burning in the blacksmith shop and are doing more than their share of the work which Chief Earl King handled so well before he left for home under the 42-year-old discharge system in August. Although there are but two men in the shop, both are bosses, . . . Smith on one day and Scott the next. For the most part, their work consists of forging and sharpening tools, together with a certain amount of supplementary work for the other shops.

The rigging loft is manned by Blount and none other than our roving reporter, Doc Sheeler, president of Bridge Builders Local No. 000. Doc is probably better known for his columns and commentaries than for his rigging.

The rigging loft does all kinds of odd jobs for the Battalion where rope and cable is involved. Cable and anchor typhoon bracing on all the larger buildings in camp has recently been completed by Doc Sheeler and loft mate Blount.

The rigging loft also turned out all the cable rings which were used on most of the trucks to prevent rocks from lodging between the dual wheels.

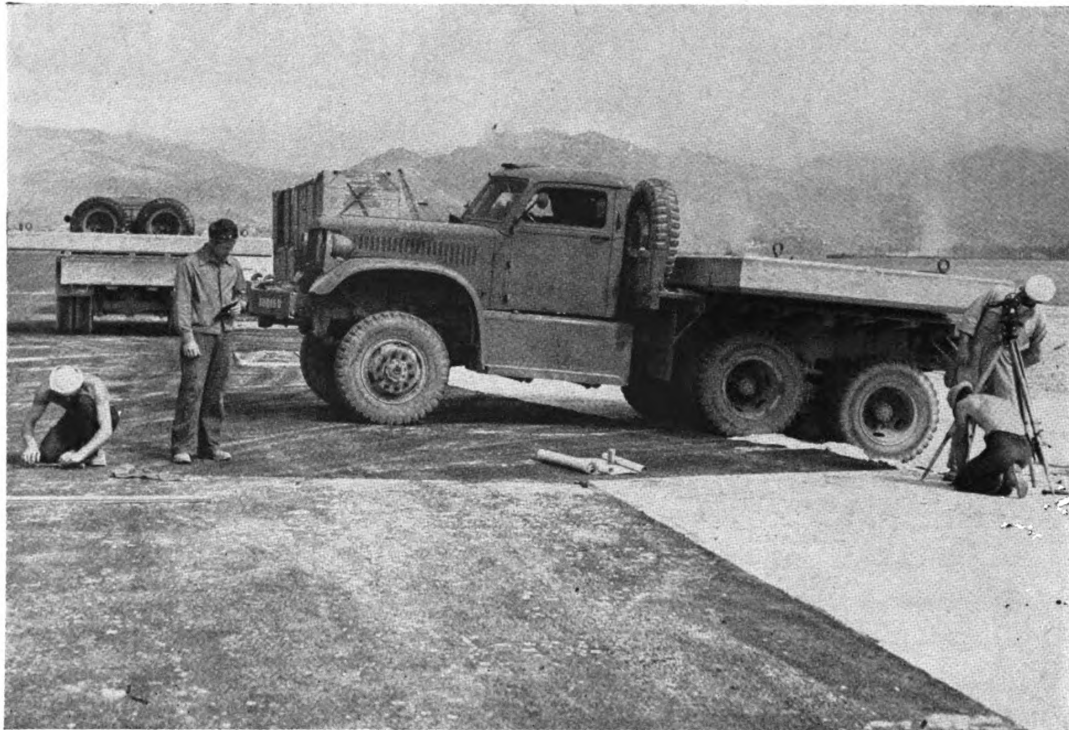


THE "WHEELS" WHICH HAVE TO BE KEPT TURNING

Both pictures were taken in the battalion compound prior to an embarkation. They give some idea of the tremendous maintenance and repair job with which the shops are faced at all times.



E N G I N E E R I N G



Kneeling: Herb Ketelsen and Al Davis, Standing: Les Richardson and John Zangrilli.

On Midway, the Engineering Department was in the hands of Warrant Officer "Al" Miller, capably assisted by Frank Reid and George Stefanick. On Johnston Is-

John Zangrilli struggles with the bubbles.



land, it was Stokes Johnson, on Palmyra, Jungle Jim Kilpatrick, and on French Frigate, Charlie Roberts. After all those jobs had been completed, "Frenchy" Berlerau became "Boss-man No. 1", and it was he who kept the survey crews in high gear all through that vital JRA job and the Philippine work.

From the hustle and bustle of Midway, the dawn to dusk (and sometimes flashlight) work at JRA, to the almost monotonous warehouse layout work in the Philippines, the survey crews have always had to contend with long hours, swamps, snakes, mosquitoes, and even the tide on the seadrome layout at JRA.

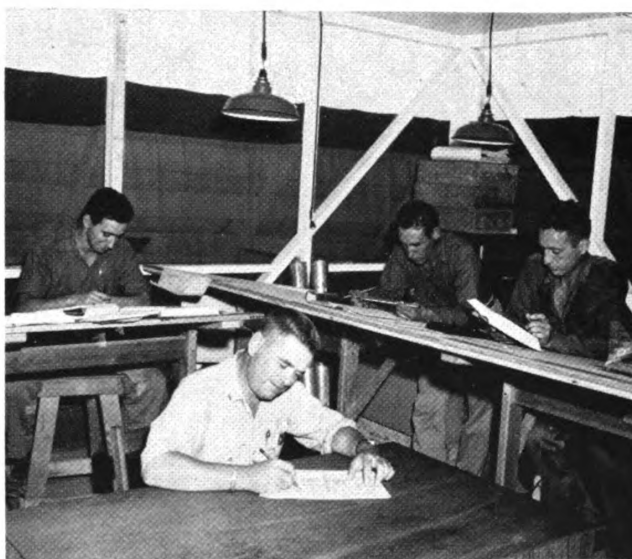




"Frenchy" and crew . . . camera version.

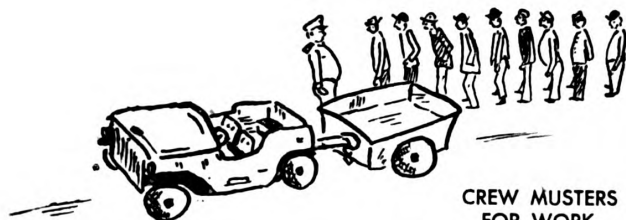
The Engineering Department is, of course, vital to the proper functioning of every construction battalion, and ours has proved its worth, again and again. Whether the building stands, or the water flows, or the roads and runways drain, all depends on the efforts of the engineers. Engineering at Midway was hurry, hurry, hurry, . . . at JRA, it was standing knee-deep in water for hours at a time setting the lines for seaplane runway lights . . . and in the Philippines, it meant standing in the sweltering heat day after day, shooting elevations and turning angles.

Comments on their work were few and far between, but usually, they sounded something like this, "Where the hell are the engineers . . . I need some stakes and I need 'em fast!" while the engineers had probably just "taken off" in response to a similar request from somebody else . . . and when the road is done, someone says the battalion has done a swell job, with nary a thought for the poor engineer who had to battle his way through a snake infested jungle to get a look at the center line.

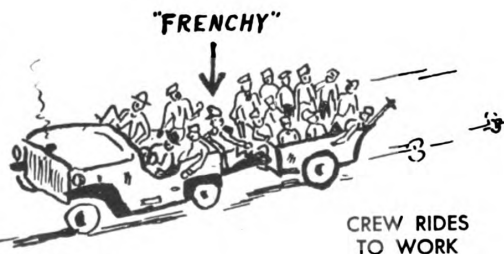


Chief Carpenter Berlureau, John Flor, Jim Nickerson, and Jim Fichtel ignore the photographer.

This, then, is a belated bouquet of orchids to Frenchy and his jungle men and to all the engineers from Midway to Calicoan.



"Frenchy" and crew . . . cartoonist's version.



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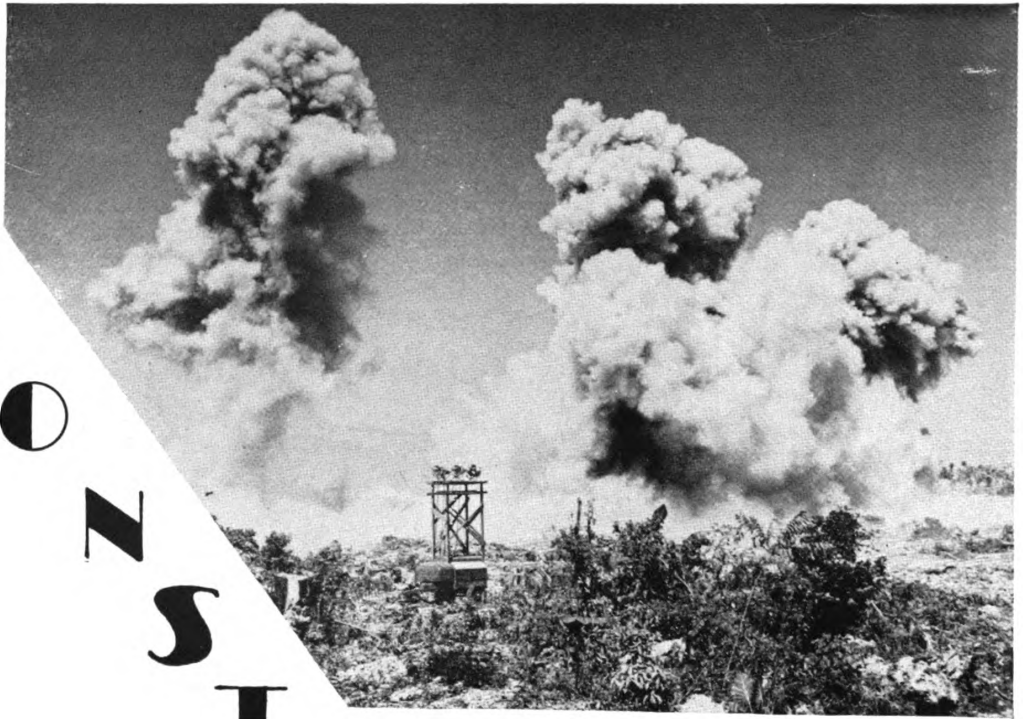
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M I D W A Y



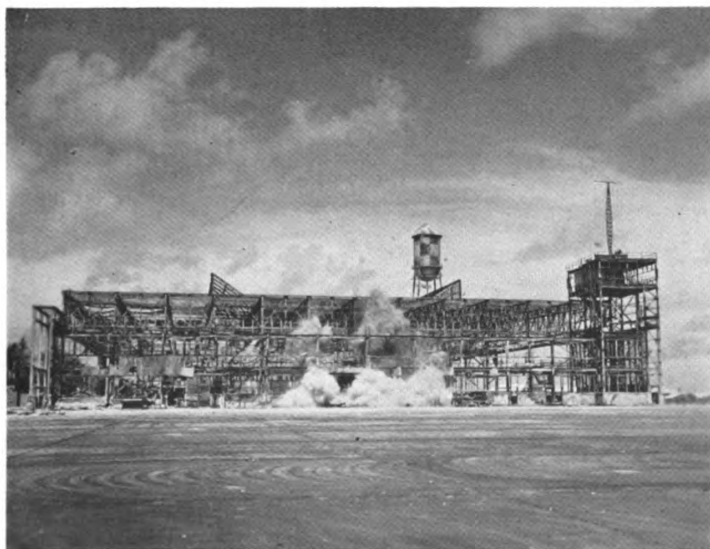
Scenes of destruction left behind after the Battle of Midway. This wreckage and debris had to be removed and new facilities constructed. Top: Hospital; Bottom: Fuel storage tanks destroyed by bomb and shell fire.



Wall of hangar pulverized by shell fire.

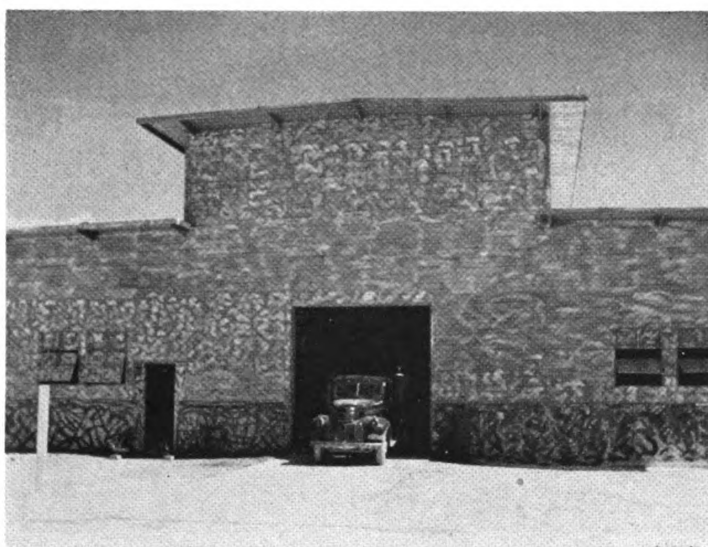
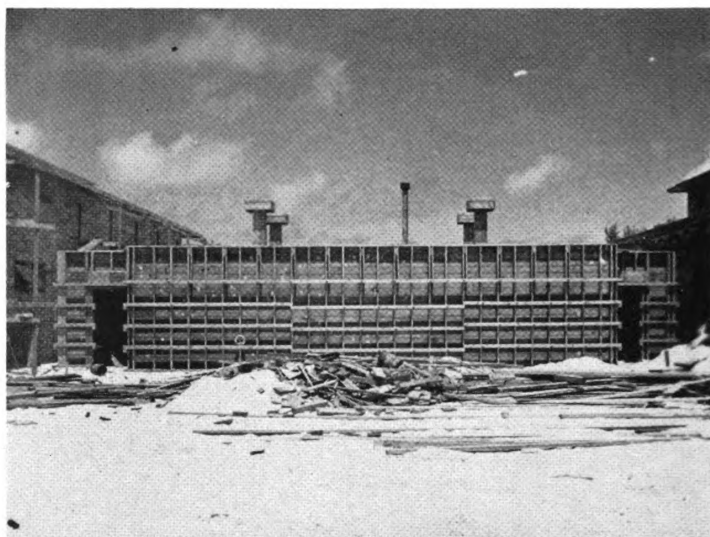


Deck of hangar arched by direct shell hit.



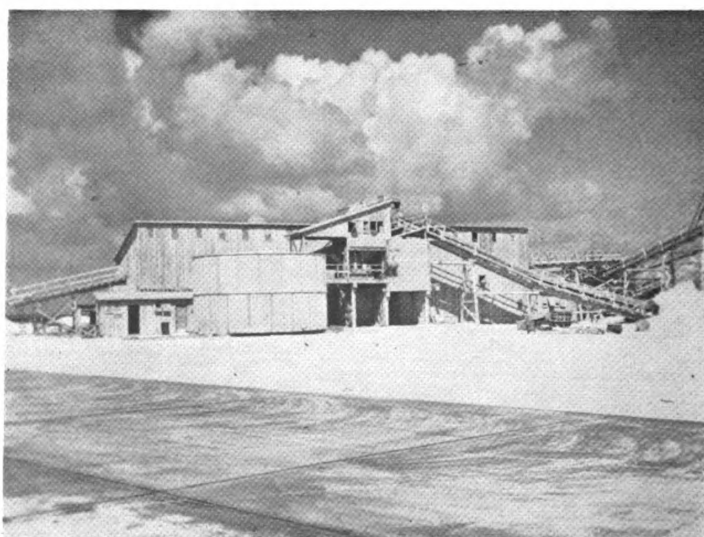
Beginning the salvaging of half the hangar and the restoration of the other half to use again.

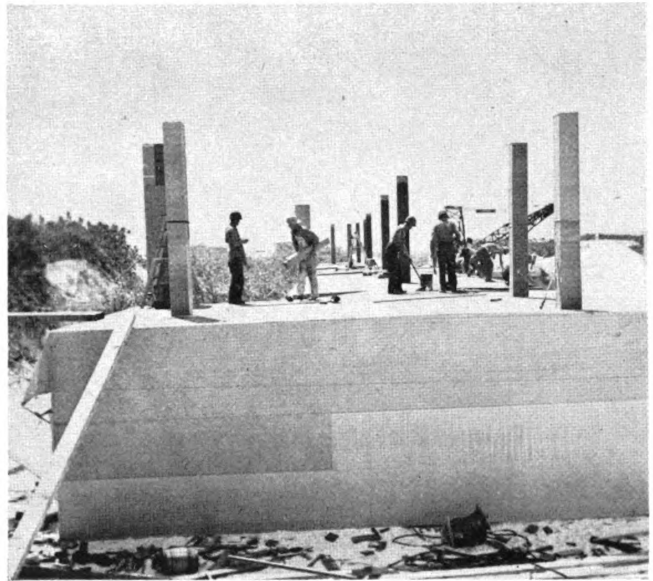
Splinter-proof compressor building just before completion.



The torpedo storage and repair building back in operation.

Aggregate and concrete plant overhauled and ready for service.

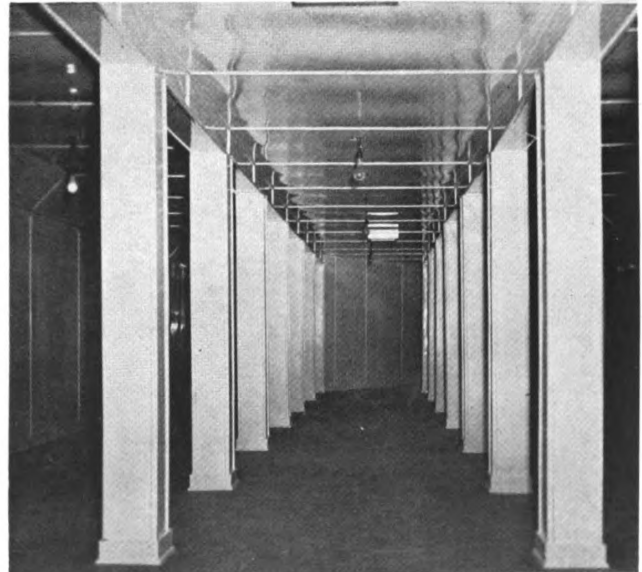




Underground hospital showing framing being raised (left) and roofing being applied just before receiving a ten-foot protective coating of sand (right).



Operating room in underground hospital before completion (left) and bird's eye view of one of the wards (right).

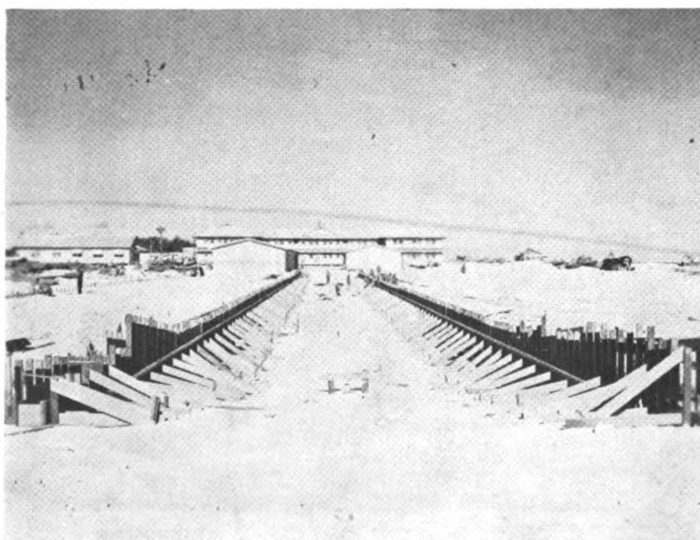


Assistant Secretary of Navy Forrestal, just arrived at Midway for informal inspection of construction work.



Decking of warehouse well underway.

The form work for retaining walls of loading docks.



Pouring concrete decking and erecting
framing of repair shops.

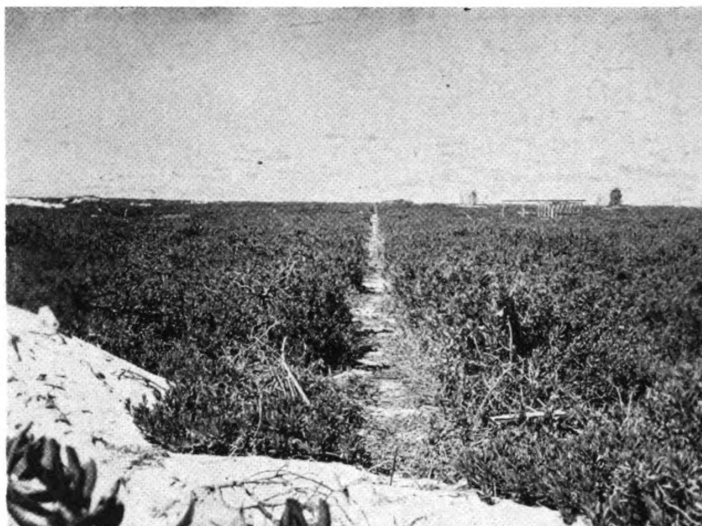


Rear view of mess hall under construction
and row of completed barracks.

Laundry, Mess Hall and Barracks just before
completion.

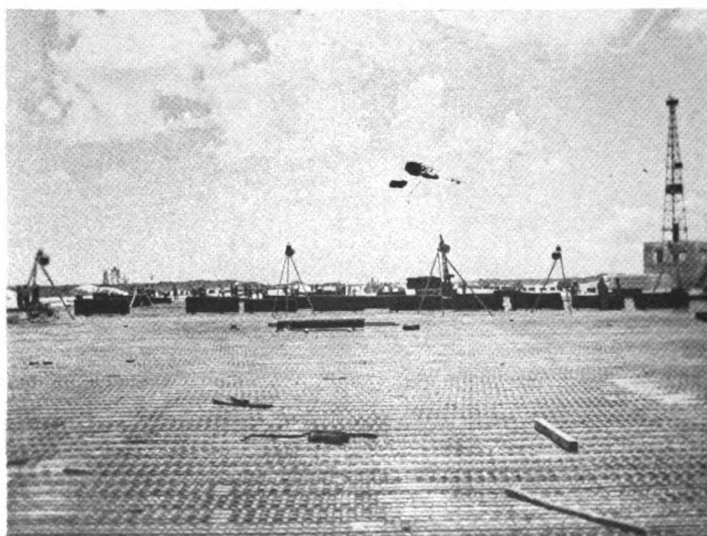


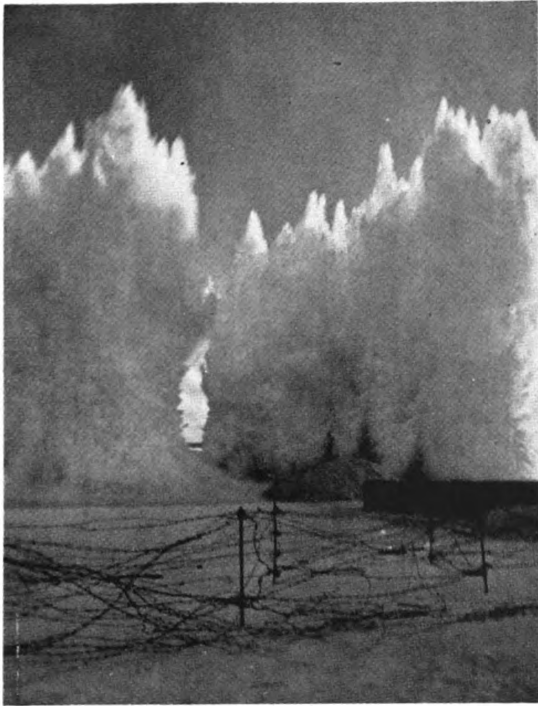
Center Line Survey Runway Number One.



Grading of Runway Number One well along toward completion. This was one of three runways under construction.

Steel matting being placed on graded sand of runways.





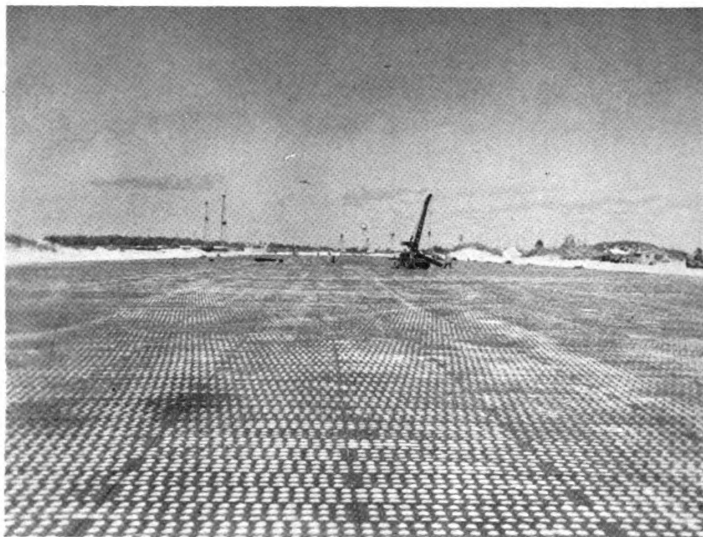
Blasting floor of lagoon so coral can be dredged for surfacing of runways and taxi strips.

Dragline in operation after the blasting.



One hundred seventy five foot water tower being dynamited out of line of runway.

View of landing mat completed and being
readied for use.



Glimpse of runway one from top of radio
tower.

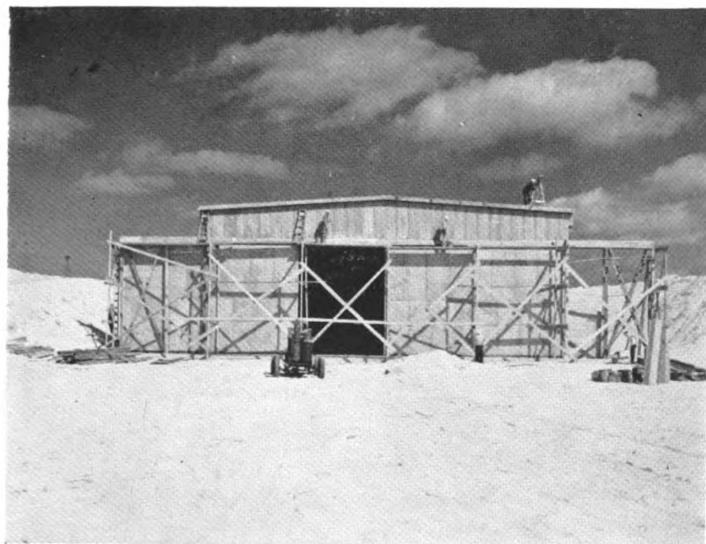
First plane to land.



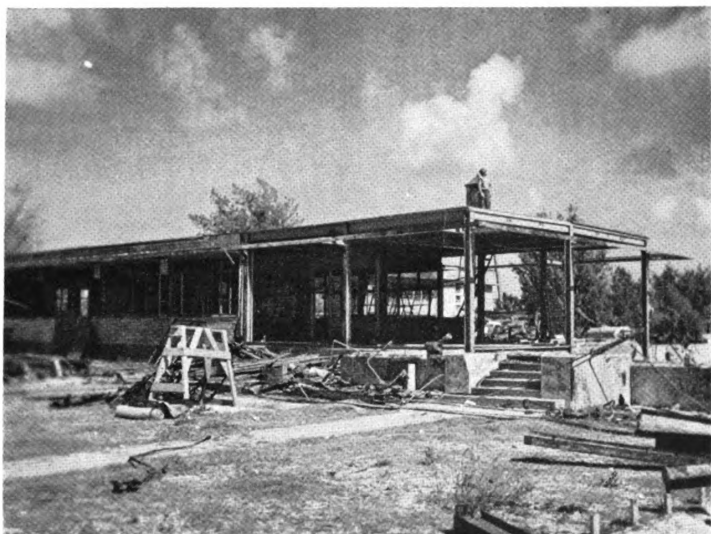


Splinter-proof living quarters before being covered with ten-foot layer of sand.

Series of plane revetments under construction, with splinter-proof bomb-storage house in place in left wing of first revetment.



One of three plane-repair hangars nearing completion.



Midway Post Office in the midst of re-
habilitation.



One of three completed bachelor officers'
quarters.



Enlisted men's mess hall for serving Army
air group.

P A L M Y R A

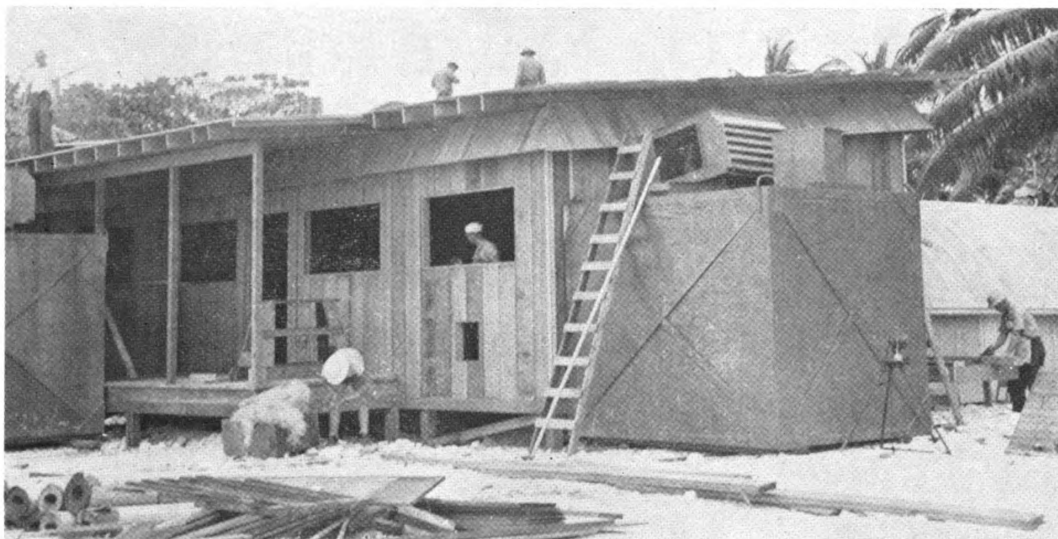
For Palmyra, Johnston, and French Frigate, the number of pictures shown on the following pages is in no way indicative of the amount of work on those islands. The

work was performed so long ago that it was difficult to recover any pictures at all from any of the three islands.

Foundation, N.A.T.S. hotel.



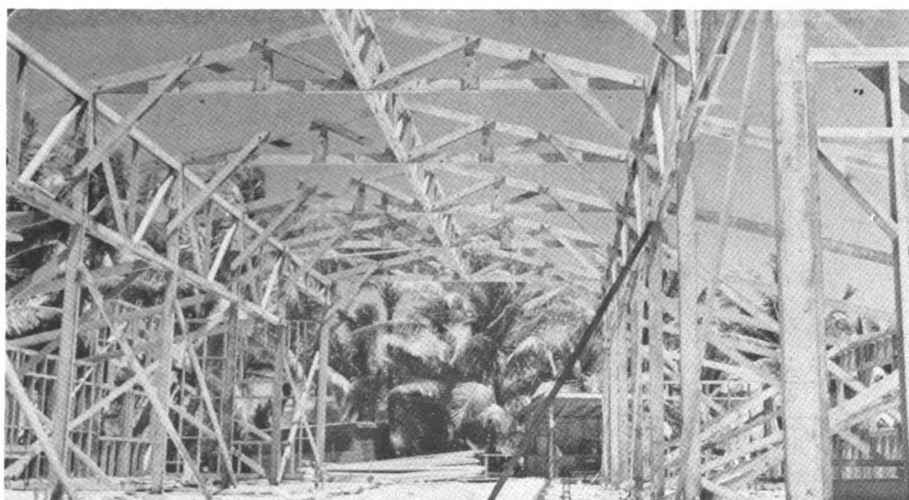
Power station, C.A.A. range.



5NCB galley at Palmyra.
Mess hall at right center.



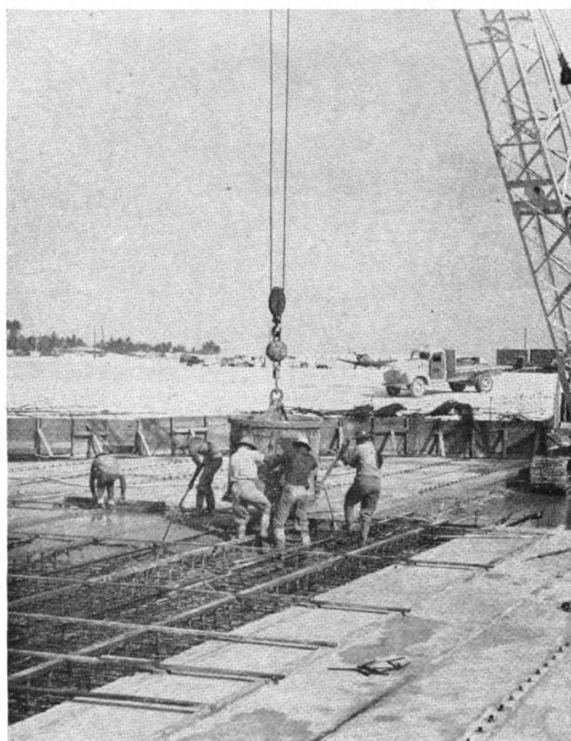
Concrete plant. Crusher
plant out picture to left.



Aviation utility building.
Parachute loft out of pic-
ture to left.



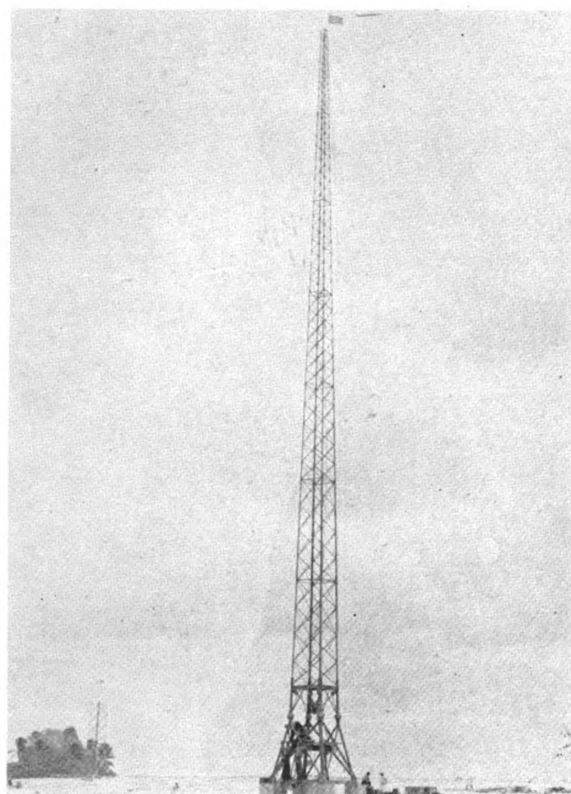
25,000-gallon gasoline storage tanks. Camouflage was no problem on this installation.



Slab of 19,000-barrel fuel storage tank. Note extent of reinforcing steel.



Transmitter station, C.A.A. radio range.

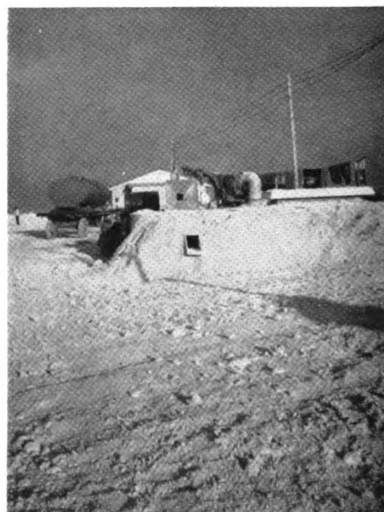


One of the four towers—C.A.A. radio range—approximate height, 135 feet.

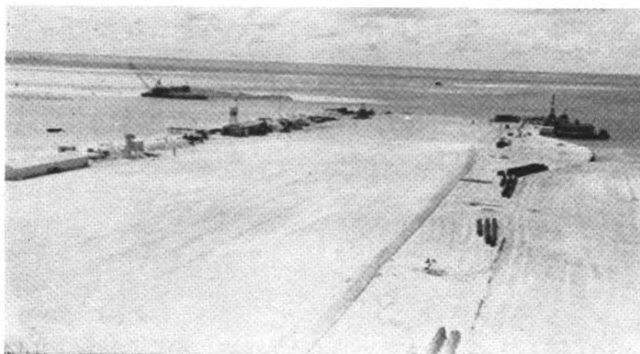
FRENCH FRIGATE SHOAL



Fuel storage tanks.

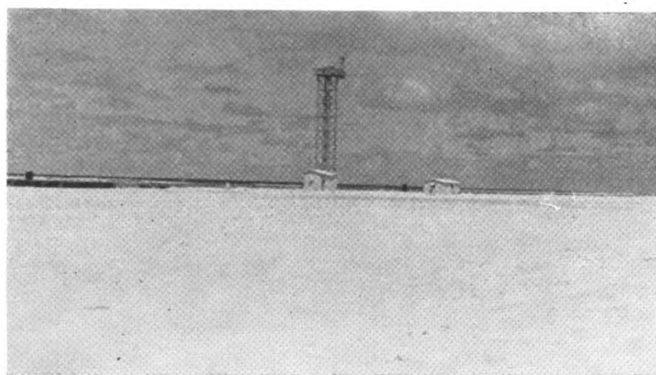


Underground living quarters.



Glimpse down landing strip.

The construction of the landing strip at French Frigate Shoals was probably one of the most unusual construction jobs in the Pacific. It involved not only the construction of the fighter strip but the making of an island to put it on. Besides the fighter strip, living quarters, shops, an extensive pile driving installation, and fuel storage were among the many important items of construction.



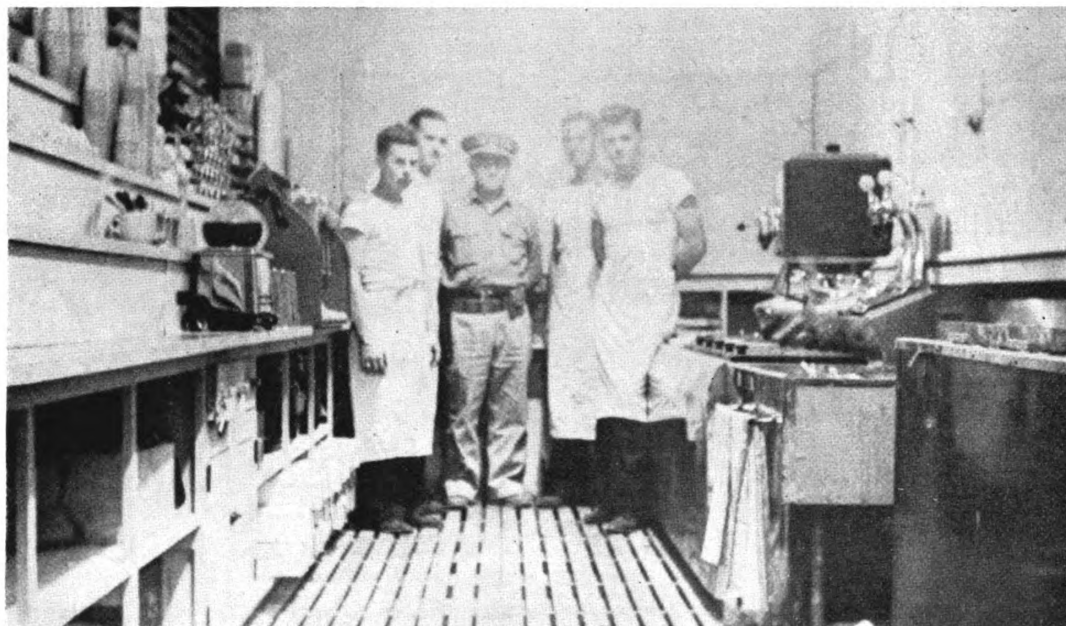
Control tower.



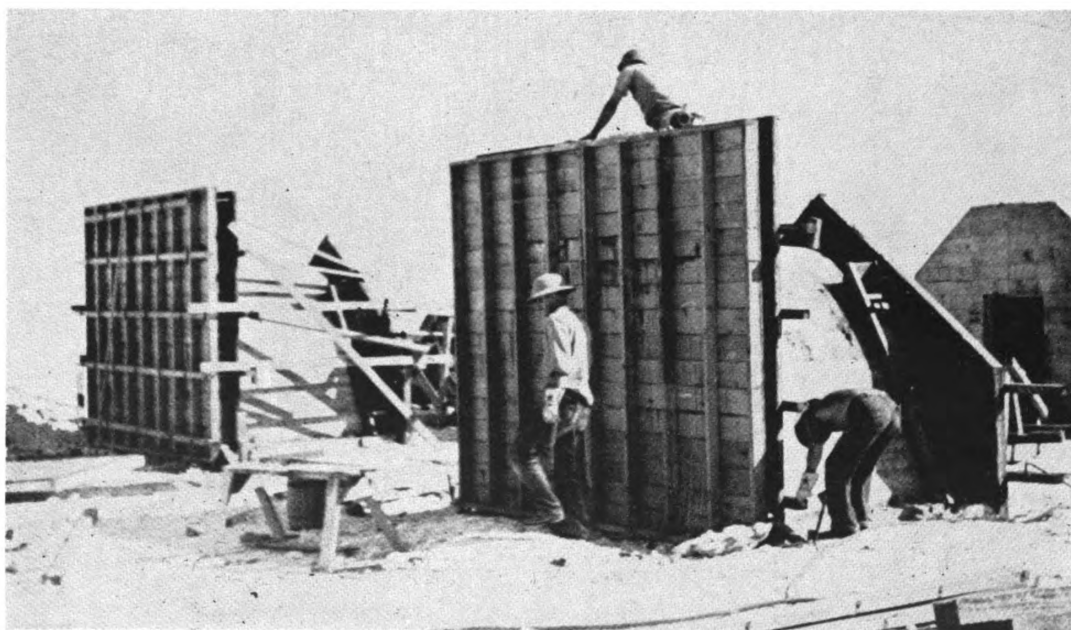
J O H N S T O N I S L A N D

At Johnston Island, the Naval Air Station underwent a series of improvements and new construction. A marine telephone system was installed between the two islands. Deisel fuel storage tanks for refueling subma-

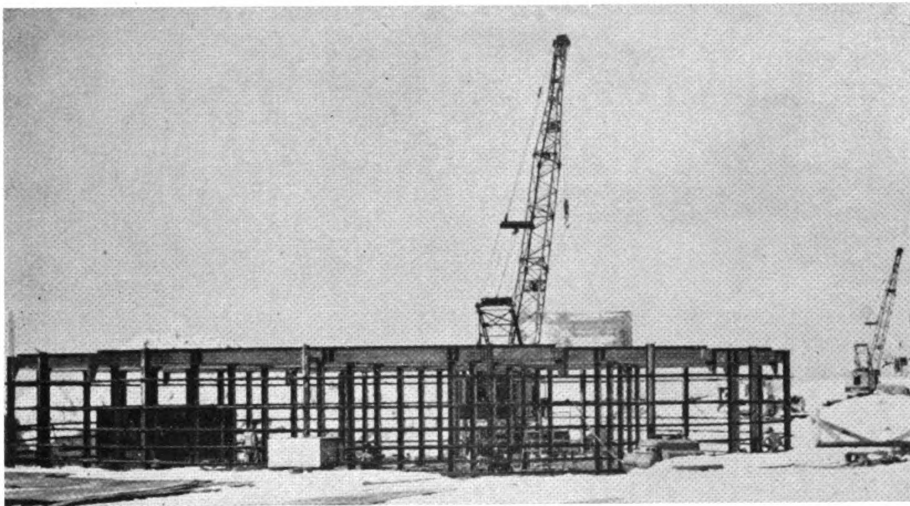
rines, underground aviation gasoline storage tanks, bomb storage igloos, ship's service, theatre, and air raid shelters were all a part of this new construction.



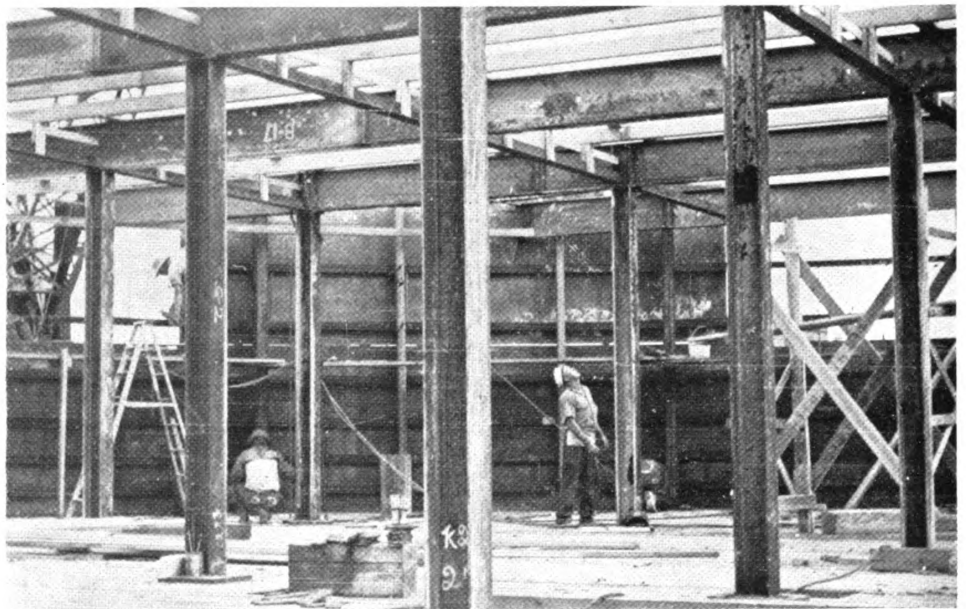
Interior Ship's Service.



Bomb storage igloos.



Columns and roof of 20,000 barrel Deisel fuel storage tanks.



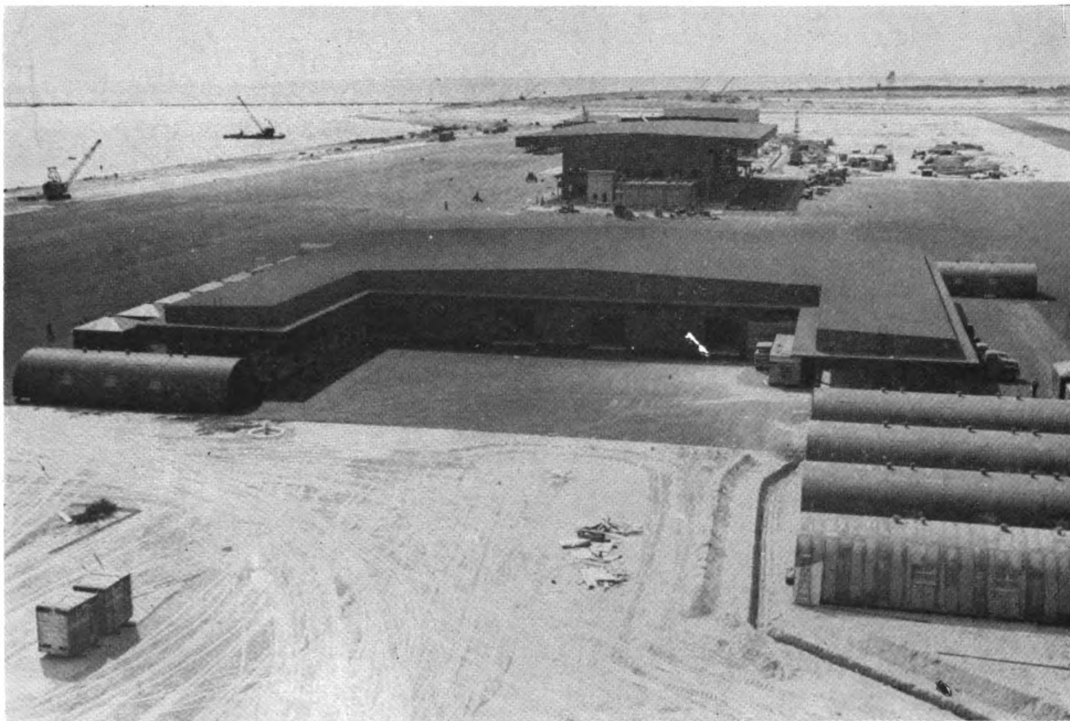
Close-up view: Deisel storage tank construction.



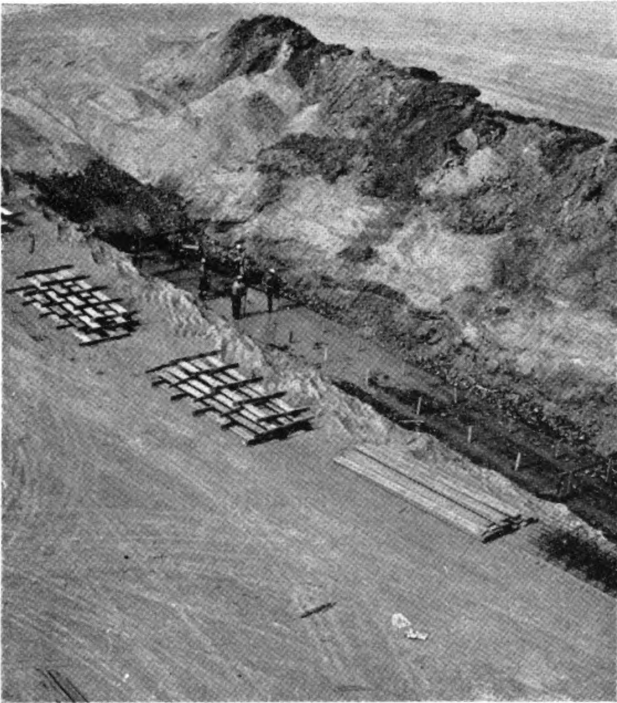
View of one of the completed tanks—second one under construction.

“J R A”

It was here that we received our most interesting assignment, the construction of N.A.S. Honolulu better known as John Rodgers Airport, a huge cargo and passenger terminal for Trans-Pacific traffic with facilities for both land and sea planes of the largest size. On this job we also reached our peak inventory of equipment—19 cranes, 20 tractors, 14 carryalls, 70 trucks, 4 graders, 4 rollers, 7 air-compressors, 8 power saws, 6 power hoists, 10 welder's machines, 4 50-KW generators and 5 smaller ones, 3 pile-driving hammers, 2 pontoon barges (equipped with hoists and driver), 1 ditching machine, 1 power-bar cutter, 1 power-bar bender, 2 finger-lifts, 3 pipe-threading machines, 2 pipe-cutting machines, 2 cement mixers, 1 lumber hyster.

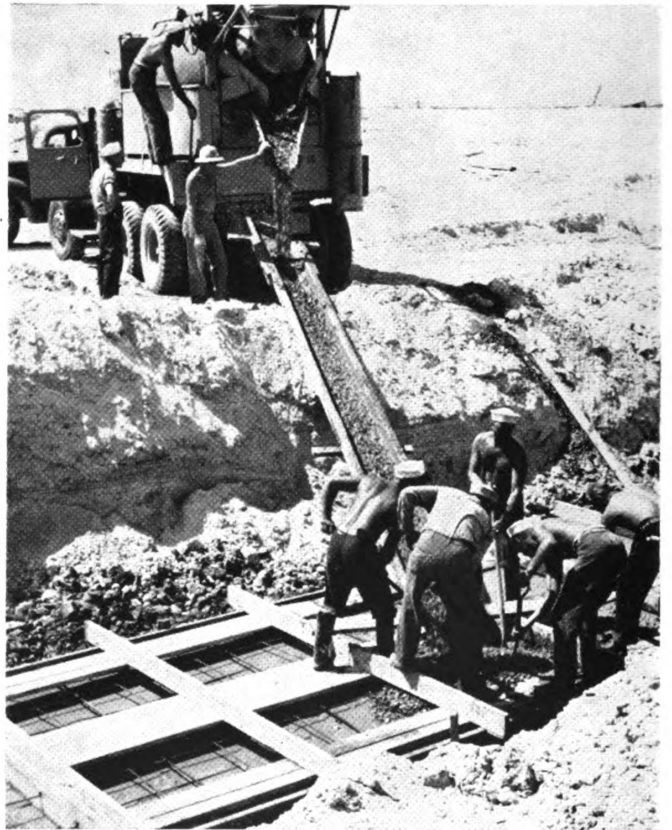


Mail and freight building, John Rodgers Airport, with the huge nose hanger in the background.



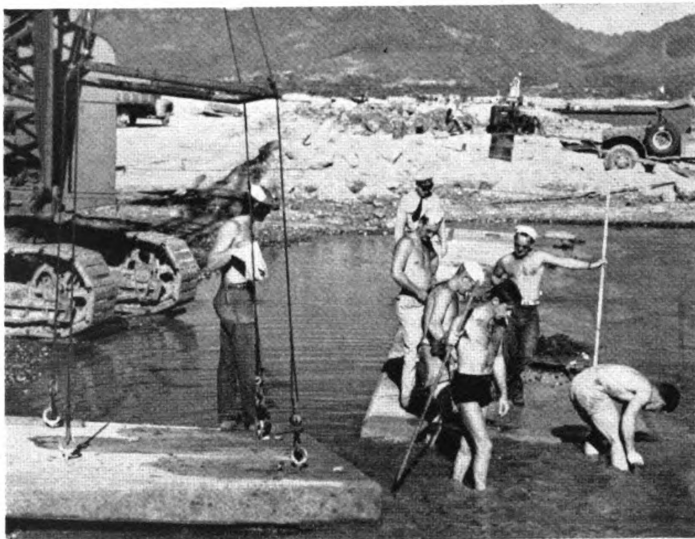
Left: Preparing subgrade for foundations,
storm drainage system.

Right: Pouring concrete into foundation
forms storm drain.



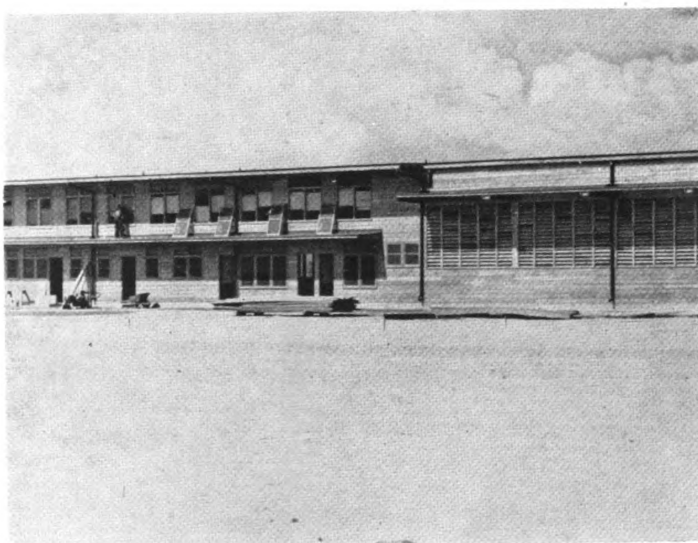
Left: Pre-cast concrete storm drain in
place.

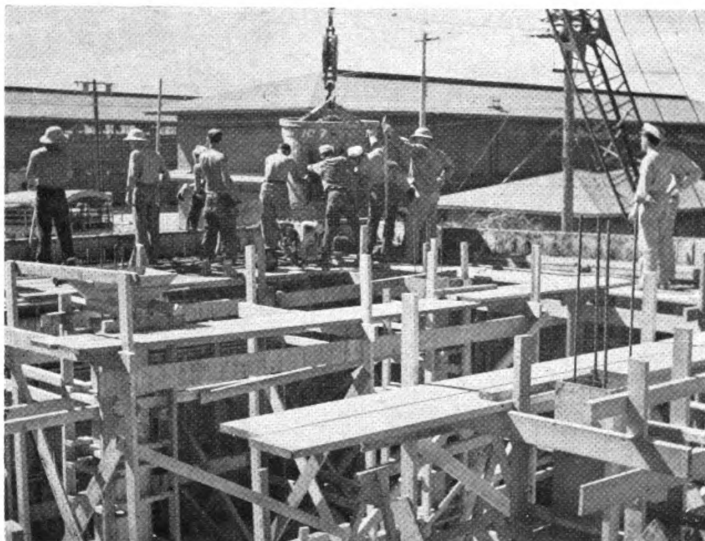
Placing pre-cast concrete slab in Seaplane Ramp.



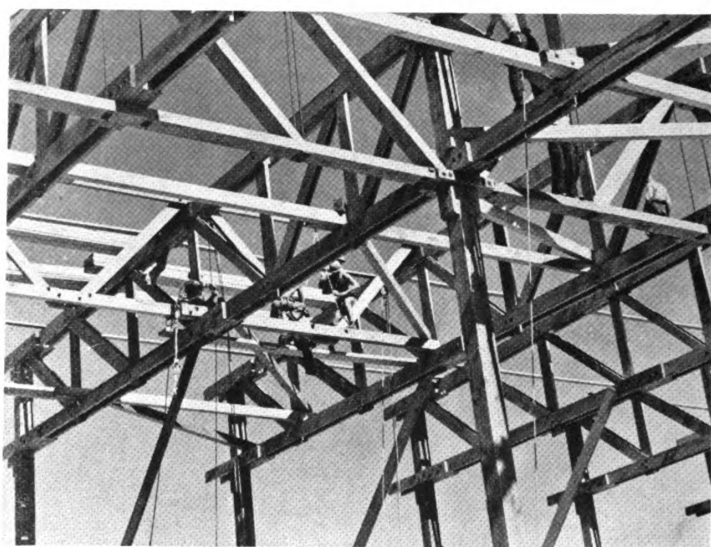
Final pour Seaplane Ramp.

South end mail and freight building nearing completion.

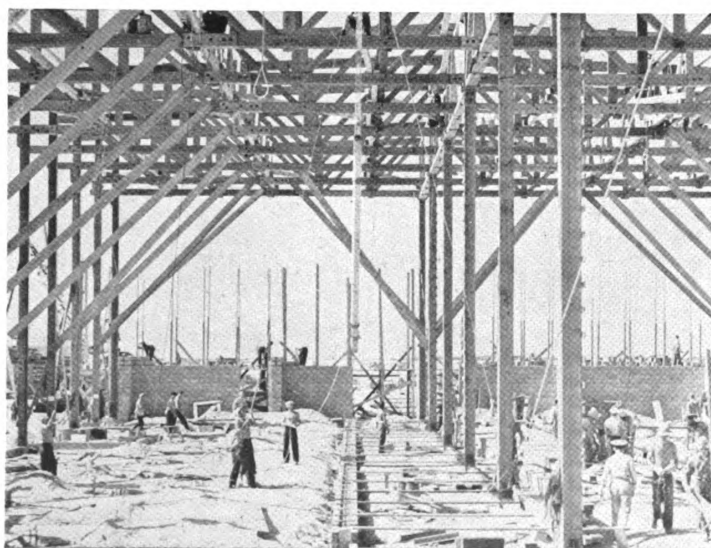




Pouring wall of telephone building.

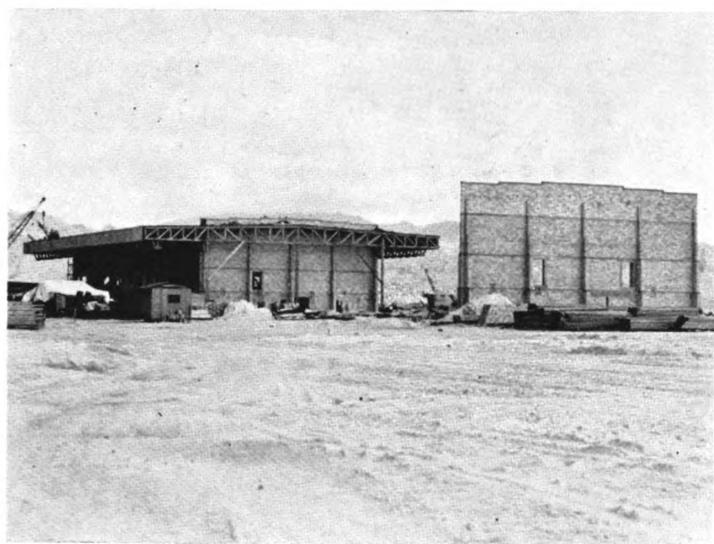
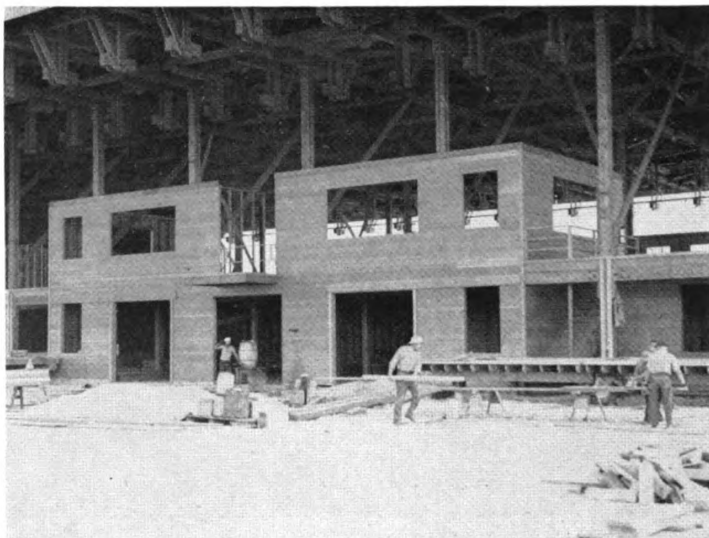


Interior trusses in nose hangar.



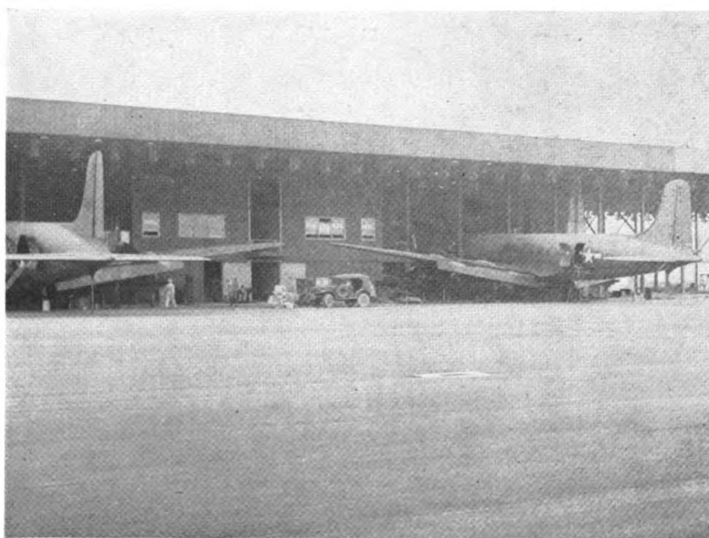
View of work on fire wall, foundations and trusses of nose hangar.

Framing and siding in progress; north side
nose hangar.



Two completed fire walls of nose hangar.

Nose hangar in operation, Giant C-54's
being serviced and checked over.





Water front, showing sea planes being re-fueled by tank truck.



Placing coral in ditch for foundation of 24" C. I. sewer and 16" C. I. water lines.



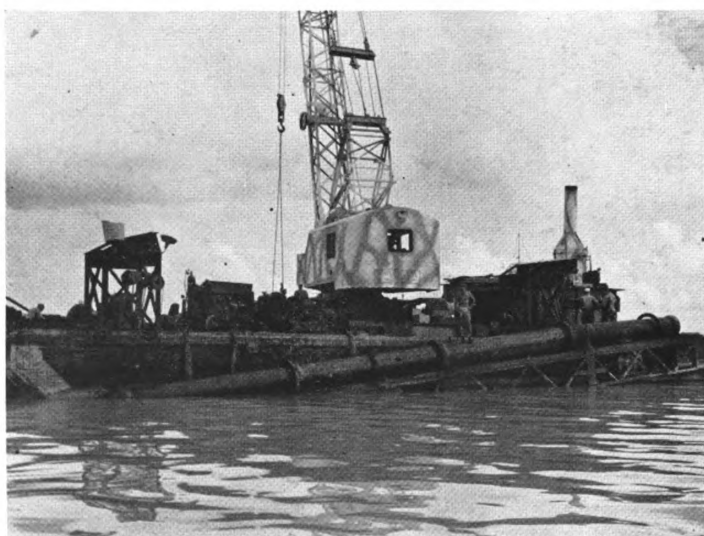
Laying 24" C. I. Sewer line and the 16" C. I. water line.

Excavating and grading for concrete sewer lines.



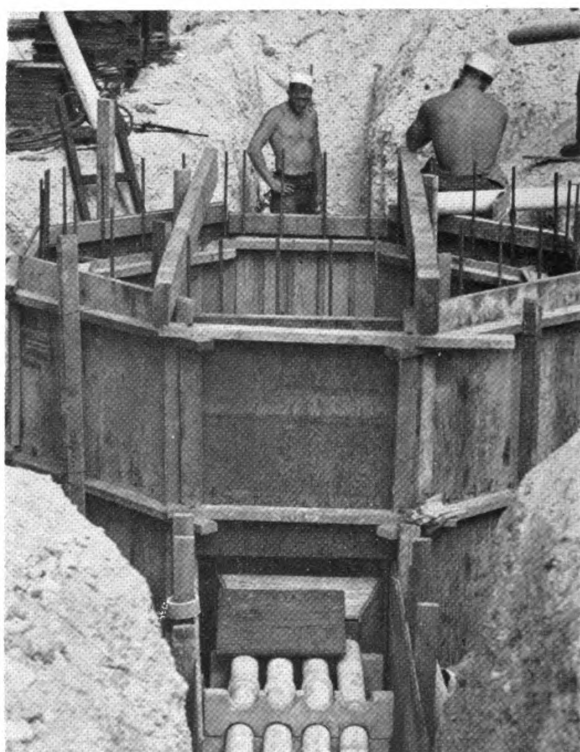
Tying steel in deck of sewer pump house.

Barge, crane, winches and ladder used in laying Molox pipe out to coral reef.





Splicing three conductor 15 KW power line to NATS area.

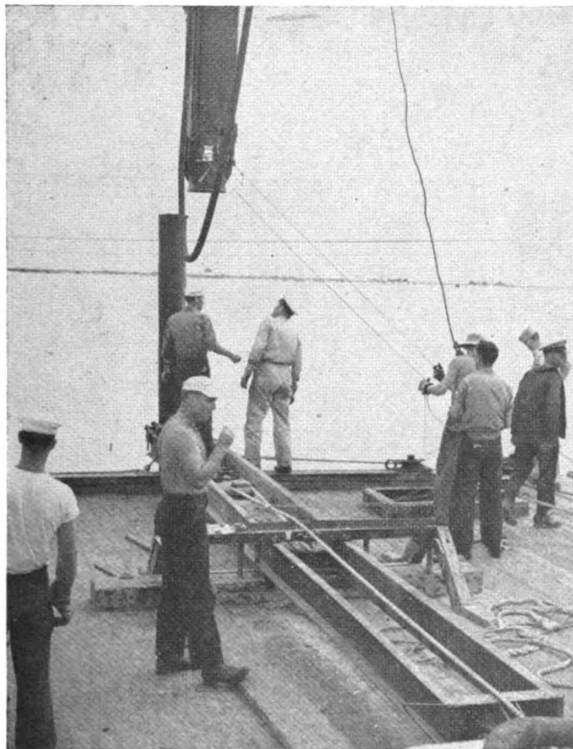


Constructing forms for concrete utility man hole.

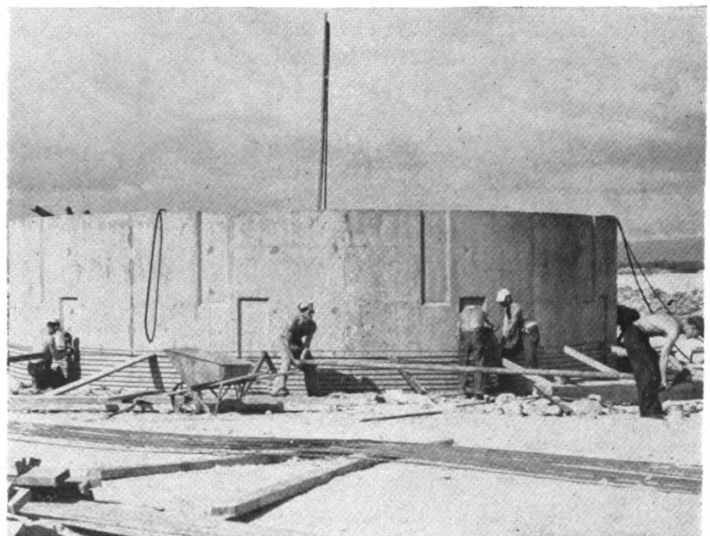


Diver all set to submerge in shallow water rig for work in connection with the sea-plane ramp.

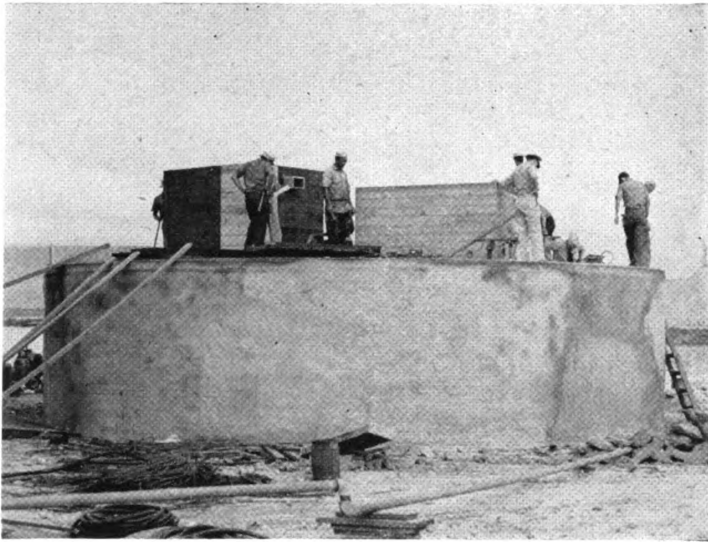
Reinforcing steel in roof of 50,000 gallon pre-stressed gasoline tank.



Driving piling on the seadrome runway lighting job.

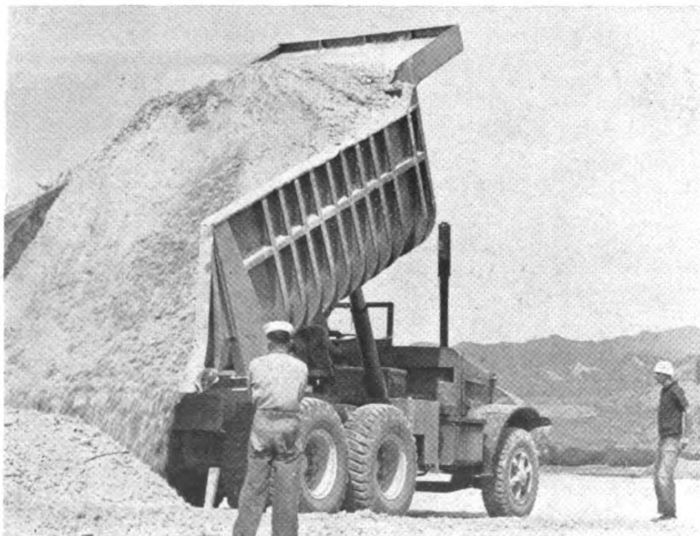
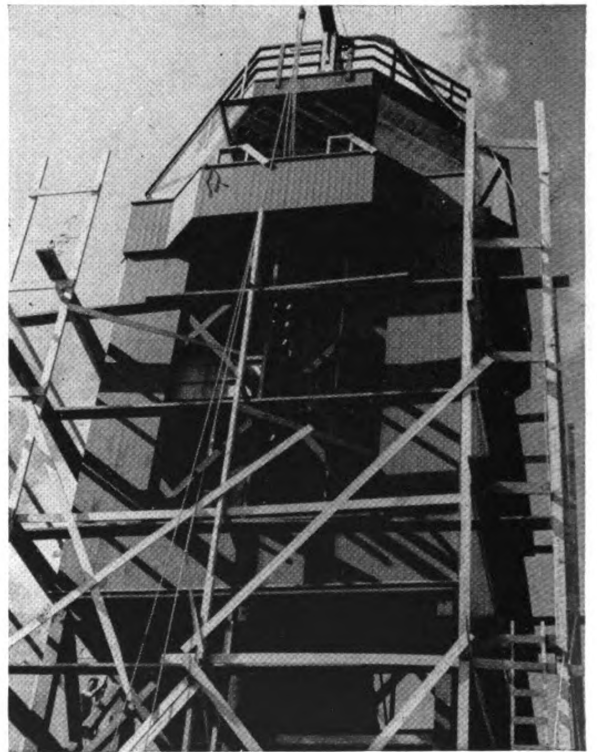


Placing pre-stressed bars in walls of 50,000 gallon gasoline tank.



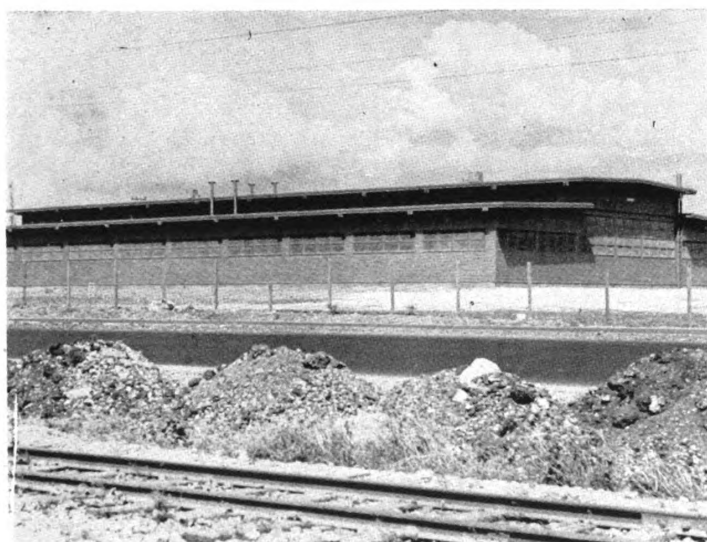
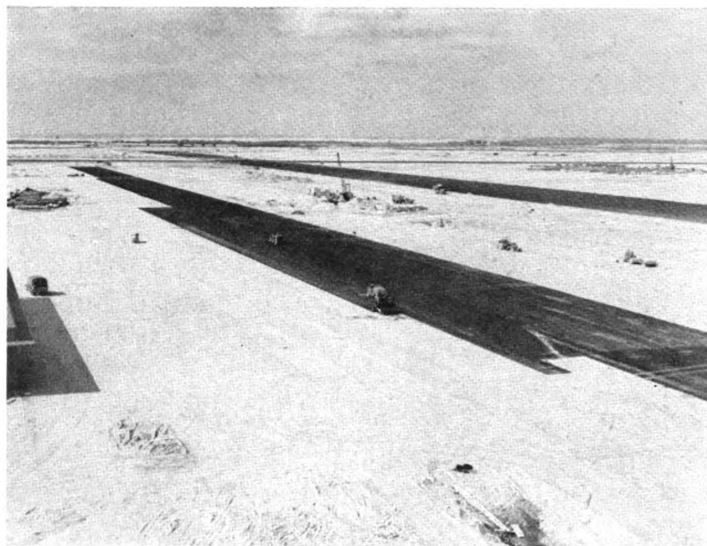
Pre-stressed gasoline tank after guniting operation.

Close-up view of control tower in process of construction.



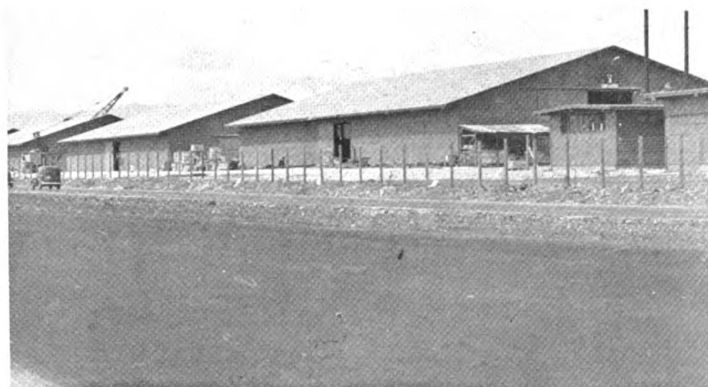
Huge 25-yd. Diesel-powered dump-truck.

Paving taxi strip in NATS area.



Laundry building erected in Catlin storage yard.

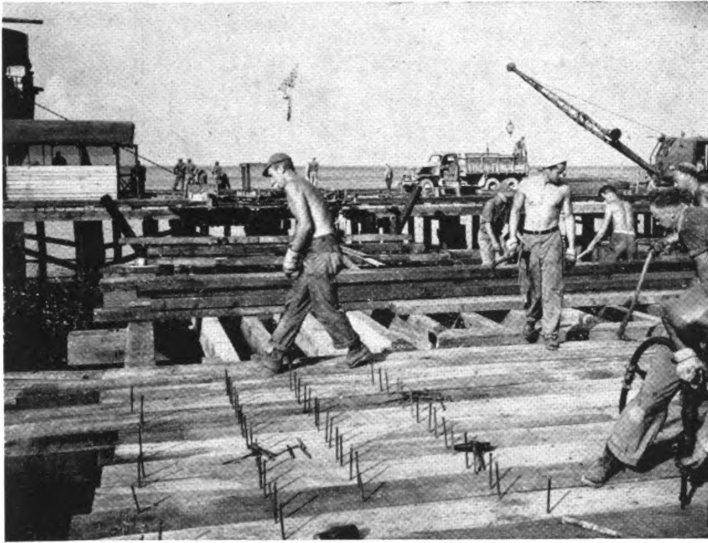
Warehouses—Catlin storage yard.



CALICOAN

Calicoan to us meant tin warehouses, and more tin warehouses, dynamite and rock in the construction of the ABCD Supply Base and NSD warehouse project and

personnel camp. Sidelines were dock work and building of grade A highways all of which is better told in the pictures following.



Construction of 7th St. approach to dock.

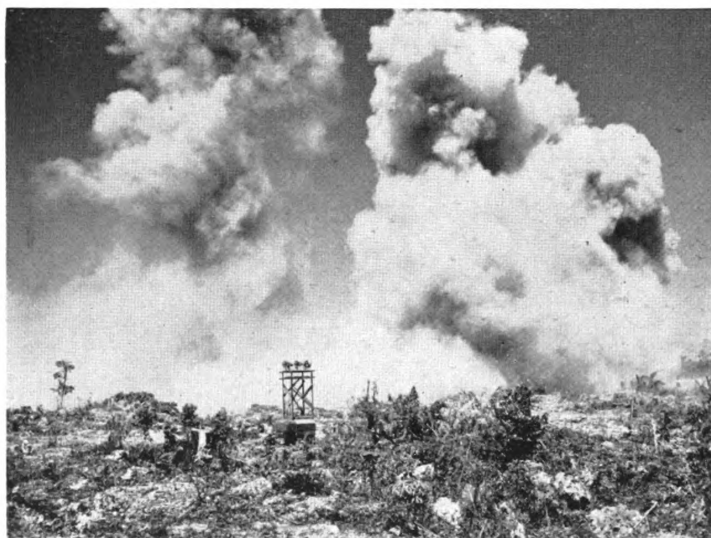
Completed view 7th St. approach.





DRILLING

BLASTING

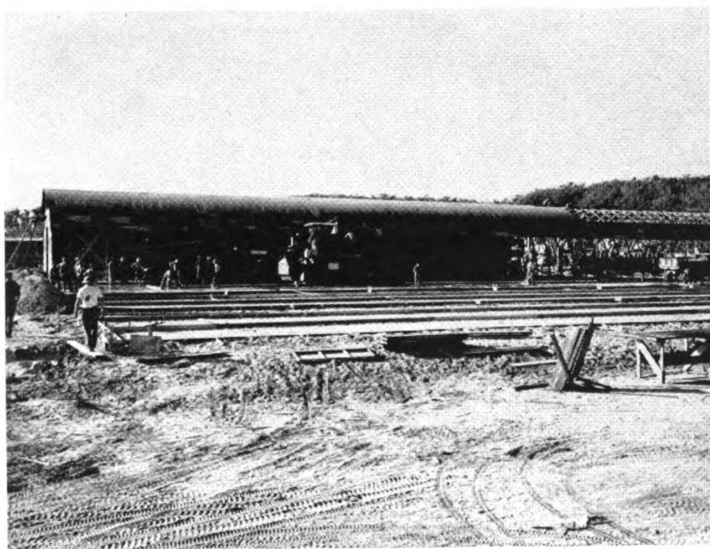


GRADING
(ABCD supply Yard)

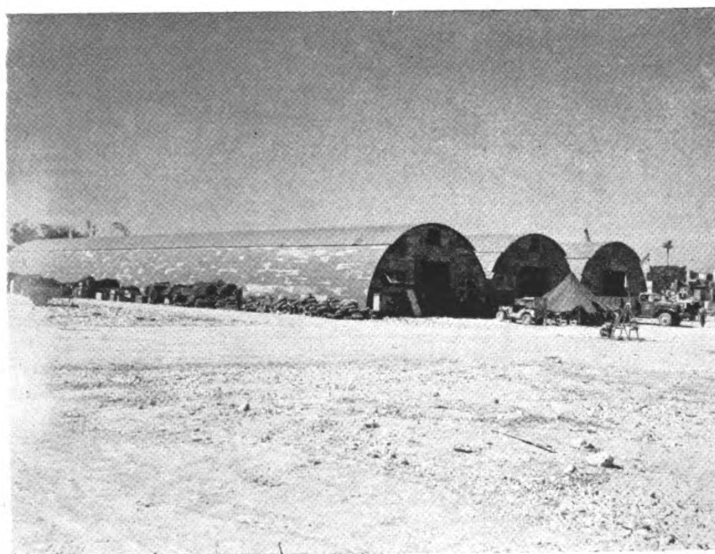
Forming and pouring of concrete slab for
SSAR type building.



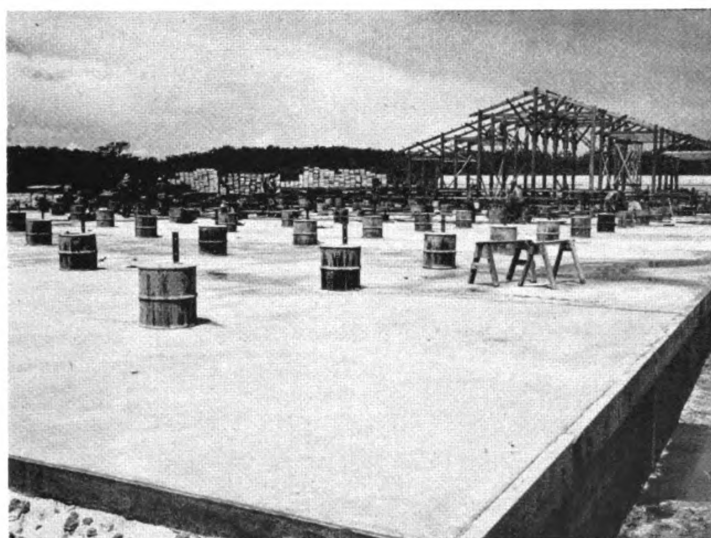
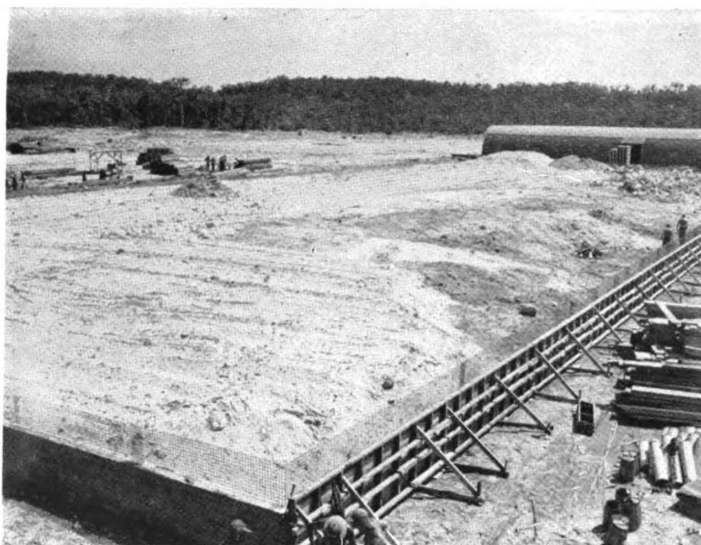
Erection of SSAR type building.



Completion of SSAR type warehouse.
(ABCD supply yard)



Form work and steel, ready for pour retaining wall of loading dock ABCD.



Completed pour, loading dock ABCD.

"Frenchy" and his survey crews.



Center line survey on Calicoan Highway.



Grading on the Calicoan Highway.

Finished highway.



Temporary cut-off at 75th Battalion . . .
Calicoan highway.



A completed portion of the super-highway.

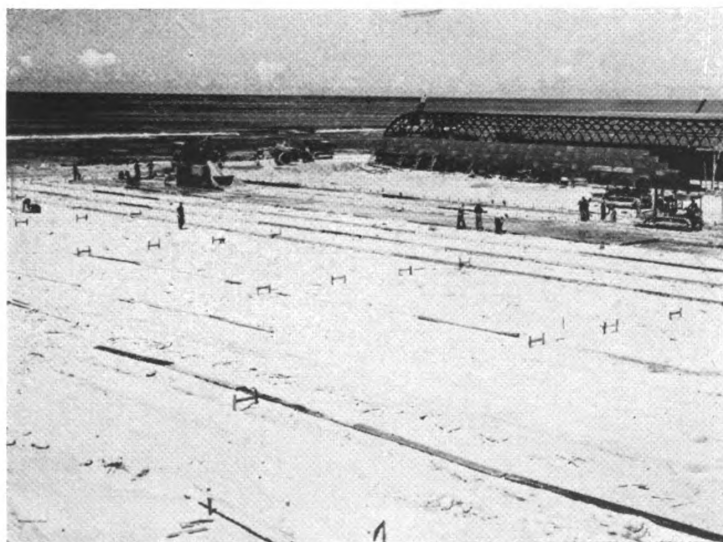
Digging material for Calicoan highway.





CO2 plant receiving finishing touches.

Grading, form work, pouring and erection of the 160x400 SSAR warehouse buildings.



General view of construction on NSD SSAR warehouses showing erection, concrete pour with yard paver, form setting, and rough and fine grading.
(NSD warehouse project)



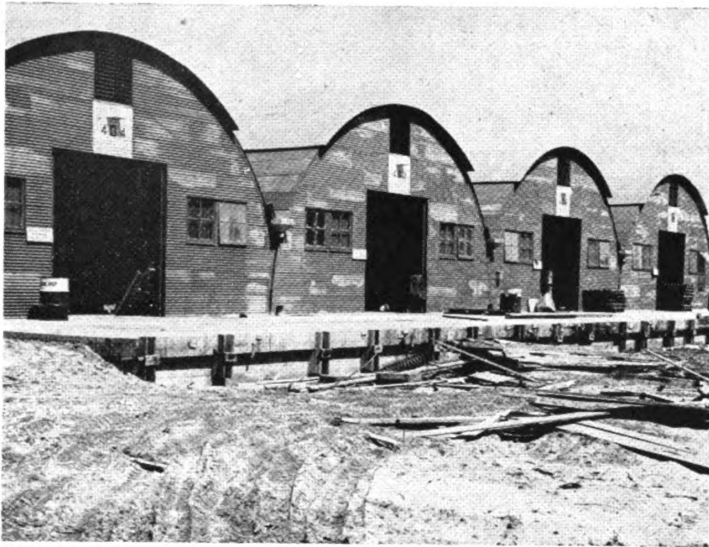
Foundation for retaining wall of loading dock.



Forms in place for loading dock.



Completed wall for loading dock SSAR type warehouse.



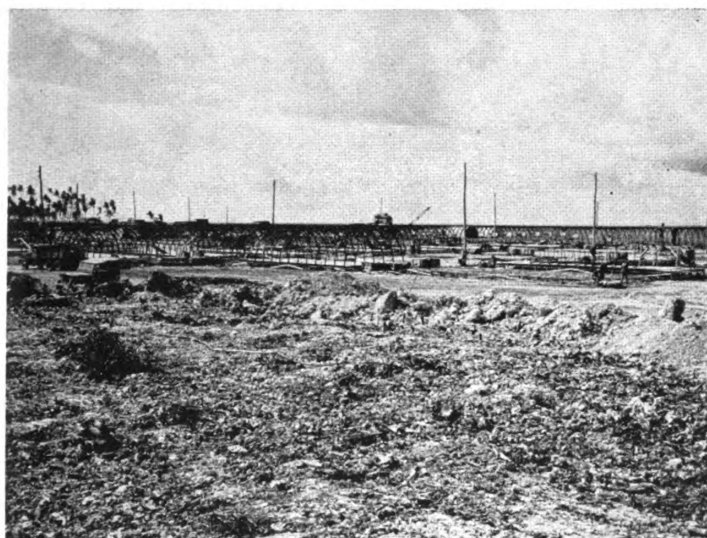
Completed loading dock.

Warehouse in operation.



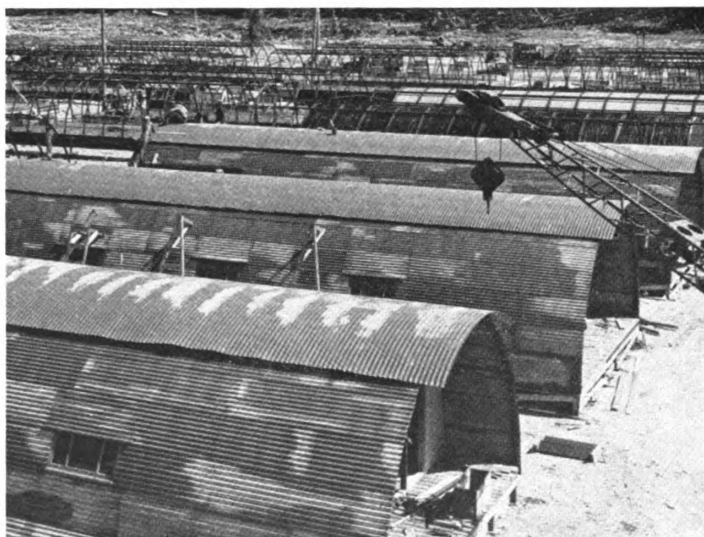
Birds-eye view.
(N.S.D. warehouse project)

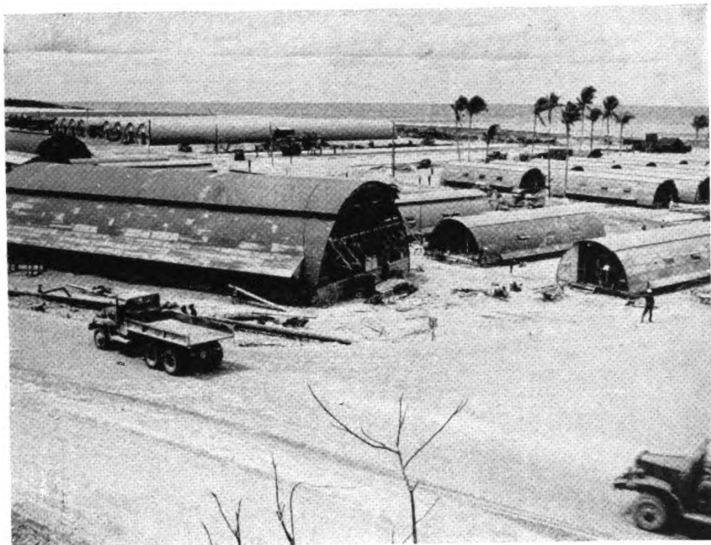
Foundations for Quonset huts.
(Personnel camp N.S.D.)



Erection under way.
(Personnel camp N.S.D.)

Completed quarters.
(Personnel camp N.S.D.)





Laundry building partially complete.
(Personnel camp N.S.D.)

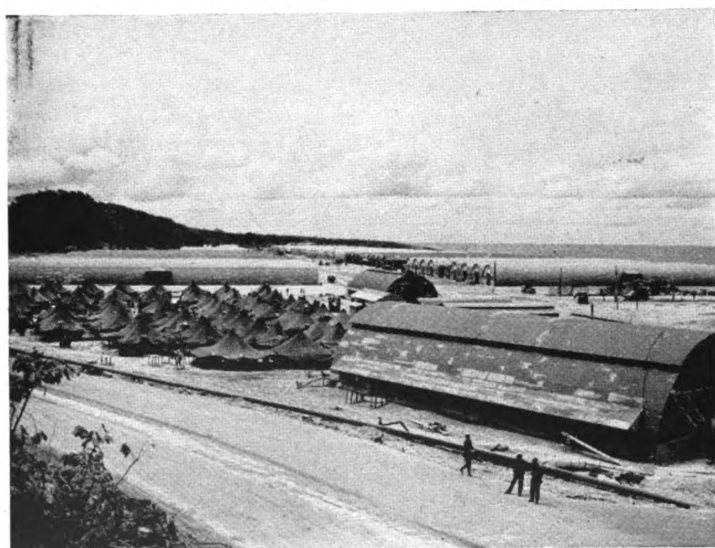


Quonsets and more Quonsets.
(Personnel area N.S.D.)



Administrative buildings.
(Personnel area N.S.D.)

Huge Quonset galley center.
(Personnel Area N.S.D.)



Temporary tent camp, left, Pacific Avenue
in center background.

View looking north on Pacific Avenue
showing a portion of completed ware-
houses.



JOHN · RODGERS · "FIRSTS"



ADMIRAL GORMLEY ABOUT TO ADDRESS THE GATHERING



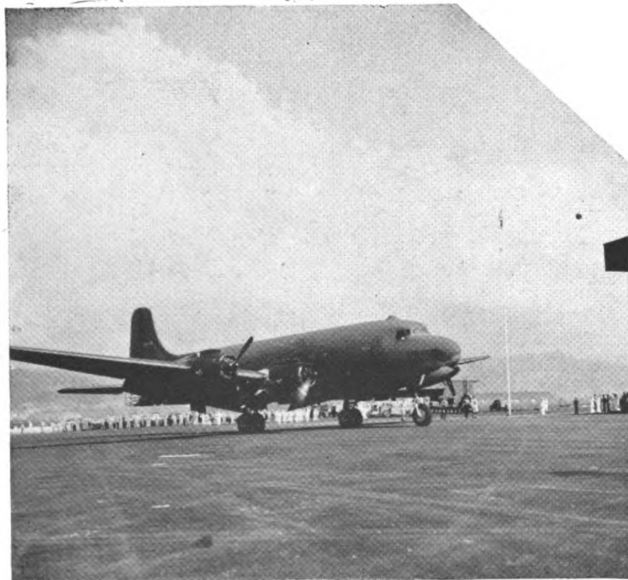
THE "FIRST PLANE" TO LAND ON "OUR FIELD"

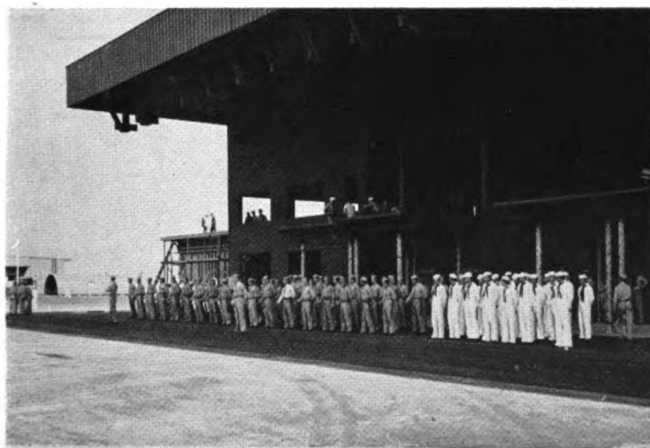


THE "OLD MAN" . . . HE SAW US SAFELY AND SUCCESSFULLY THROUGH THE JOB

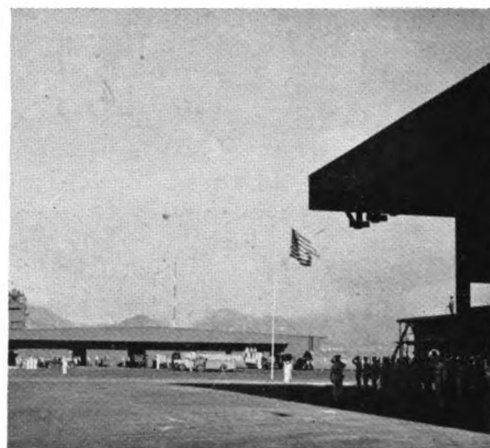
THE "FIRST PLANE" TAXIS TOWARD THE HANGAR

LT. GEN. RICHARDSON AND ADMIRAL GORMLEY CHAT WITH GOV. STAINBACK





The honor guard stands at ease—Commissioning Day.



The flag is raised for the "first time" in the NATS area.



The flag is raised for the "first time" in the temporary administration area.



5 NCB Sick Bay. This was the "first building" to appear on the job. It was formerly an old contractor's shack, was remodeled, towed in on skids, and opened for business on the "first day" of operations.



The Public Works Building—the "first structure" to be completed on the construction program. Until taken over by the air station, it was used by the Fifth for shops, disbursing office, warehouse, ship's service, chapel and band rehearsals.

!! "NIGHT LIFE" !!



One of the things furthest from our minds at "boot camp" was a USO Show . . . in fact at that time such an organization had never been heard of. At Camp Allen our "USO" activities were confined to card games, letter writing, and getting acquainted with all those strange faces . . . some of whom were to become our best friends in the next four years. Thoughts about "boot leave" were rife even before we were bedded down for the first night.



BOOT CAMP



When the time came for us to board the train for points west, Waikiki, Midway, Palmyra, and Johnston, said "boot leave" had shrunk to three days for some of us and to NO days for the rest of us.

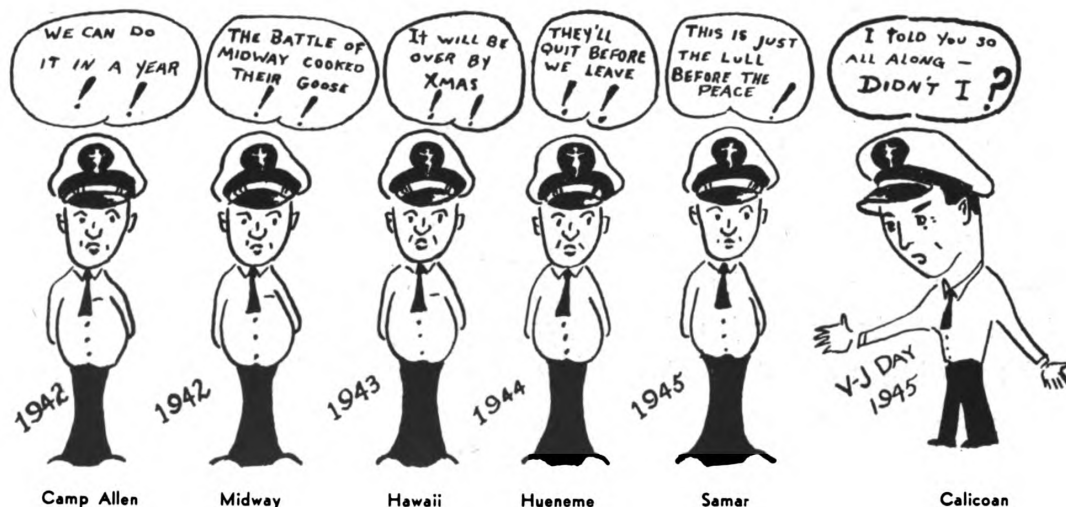
Ahead of us we had a short stay at Pearl Harbor, located on the island of Oahu and only a few miles from the city of Honolulu, whose landscape we were soon to know by heart and where the mecca of polyglot nationalities, the Pali, Waikiki, and the congenial natives were to

become a source of unending fascination to us. For those of us who did not want to brave the milling throngs for a liberty in Honolulu, there were movies at the Block Arena and Area 3, five island gin for the more courageous Bees, and pineapples for the few conservatives in the outfit.

At Palmyra, French Frigate and Johnston Island, entertainment for the crew was confined to movies, plus whatever local talent would dare perform before what the editor considers one of the most critical audiences in the world . . . a bunch of Bees thousands of miles from home.



ON LIBERTY IN HONOLULU



"FRENCHY"

To Midway came the first professional talent in the person of Joe E. Brown. Despite the fact that one of his sons had recently been killed in action, Joe put on the of entertainment which endeared him to all of us, and to a man, we shared his sorrow.

After all the outlying detachments had returned to Pearl Harbor, our assignment was the construction of NAS Honolulu, or as it is more familiarly known to us . . . JRA. One of the structures on the job was a mail and freight building, a part of which was converted to a theatre while the building itself was under construction. In this "theatre," we saw "Listen Judge" and the Allen Jenkins Show. Later on



"5-Island" gin . . . pineapple chaser.



A thirst quencher before the show.

before returning to the states for the first time, the Battalion had many parties and USO shows at the old Area 3 mess hall, while some of us had the opportunity to attend some of the stage shows put on at the 7th Air Force hangar nearby. The beer line was always a welcome thirst-quencher before departing for "the theatre."

At Hueneme, there were dances at Theatre B, a 5th NCB party at Bard's Barn, and unlimited entertainment at the Oxnard and Ventura USO's.

In the Philippines, the Battalion had its share of the professional entertainment which visited the area. Many variety shows, "Personal Appearance," "Three Men on a Horse," "Concert Cavalcade," concerts by our own band and that of the 7th Fleet, and a few shows of local Navy talent helped to remind us of that thing which people back in the states called "night life."

On the following pages are pictures and stories about all of the people who entertained us while we were in the service overseas. Many, many thanks to all of them. They were swell!



USO auditorium at Ventura.



In 1942, JOE E. BROWN braved the dangers of air attack and the enemy submarine to perform on MIDWAY. Having lost one son in the service he was bound to do everything he could for the rest of us.

HEY ELMER!



"THANKS" for the fun - and hosts.
- and hosts.
- Joe!



JOE E. BROWN
MIDWAY ISLAND
1942



LISTEN JUDGE



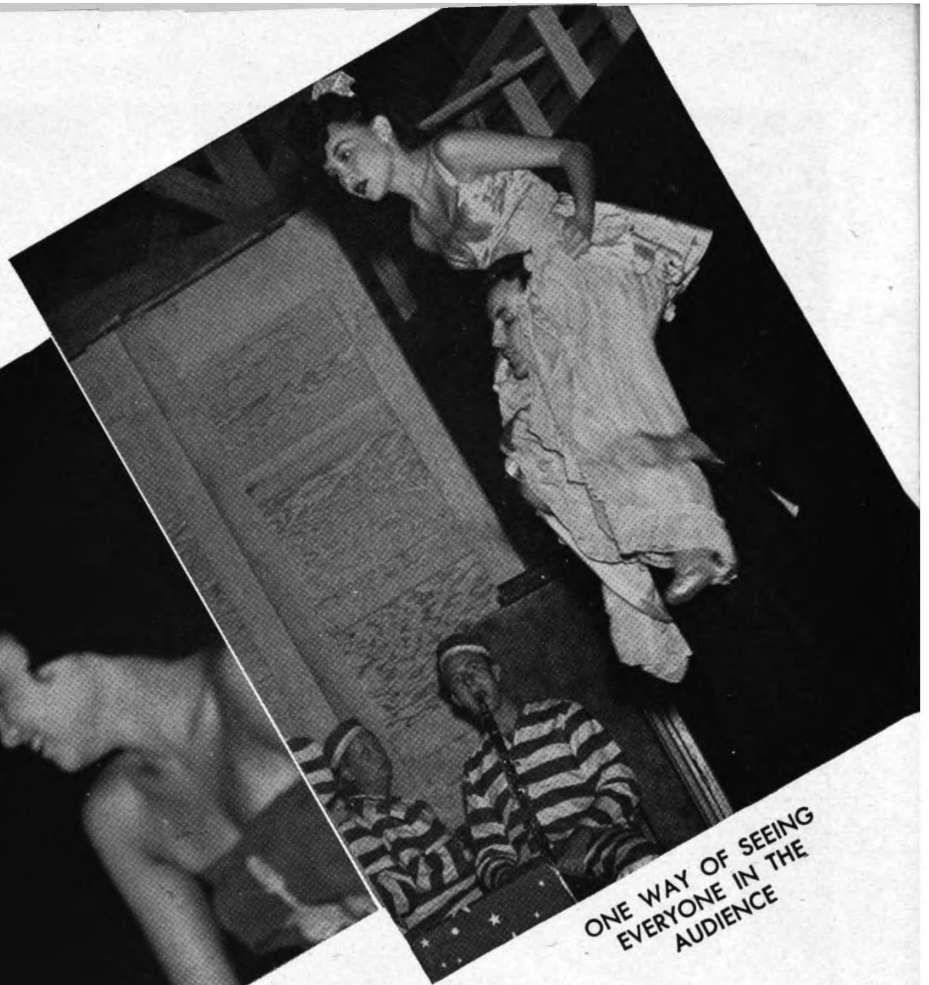
GUADALUPE SAL



MAIL and FREIGHT BUILDING
November 25, 1945



THAT TORRID DANCE AGAIN



ONE WAY OF SEEING
EVERYONE IN THE
AUDIENCE

THE GUYS IN
THE STRIPED
SUITS GET
ALL THE
BREAKS







THE C. P. O. CLUB AT MIDWAY

Front Row—Hill, Osenberg, Moss, Caldwell, Busam. Second Row—Choate, Burnham, Weeks, Groom, Belanger, Vinson. Third Row—Berry, Flagg, Axe, Oht, Squire, Purvine.

• ALLEN JENKINS SHOW •

MAIL and FREIGHT BUILDING
N.A.S, HONOLULU.
"CHRISTMAS DAY"
NINETEEN FORTY-THREE



Hubba - Hubba !!



I'd rather
be an "MC"!
than a CB.



• DELICIOUS •

For two USO Shows at least, the mail and freight building at NAS Honolulu served as an ideal theatre for members of the Fifth Battalion. The unloading platform was transformed into a stage with footlights, curtain, spotlights and sound system.

• DELIGHTFUL •



And the storage area provided room enough for a seating capacity of over 1000. We were most fortunate in getting enough big league talent to make all our efforts well worth while, and there were always enough bees to make the most critical audience a mellow one.

• DELIVERY •



WHEREVER THERE'S
A BATTALION —
THERE'S A BAND



NO BREAD
WITH ONE
MEAT BALL



FOUR QUEENS



FIFTH'S SECRET WEAPON



The guys that no one appreciates. They work like hell all night and everyone takes them for granted. Hats off to the Army band which supplied the music for Allen Jenkins' show.

Allen Jenkins proved himself to be one hell of a good egg by giving all of 200 autographs after the show without ever batting an eye.



The third male member of the troupe who sang songs like "Old Man River" and "One Alone" like we'd never heard them before—out of this world.

Everybody seems to be running somewhere. Maybe those 1,000 Bees are about to charge the stage.



After the USO shows, there was always our own inimitable Chief Carl Amend, leader of community sings, a good MC, gagster and teller of corny stories.

1,000 Bees charged the stage but only three made the grade.



Three queens and a jackal.



Allen Jenkins and Billy Hinds. The costume? . . . your guess is as good as ours.



This guy Hinds gets into some of the damndest costumes . . . but what taste in women!!



ARMY

AIR FORCES

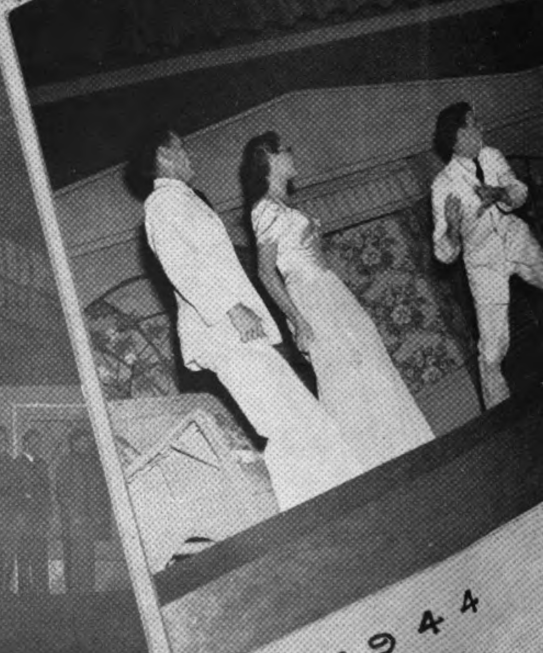
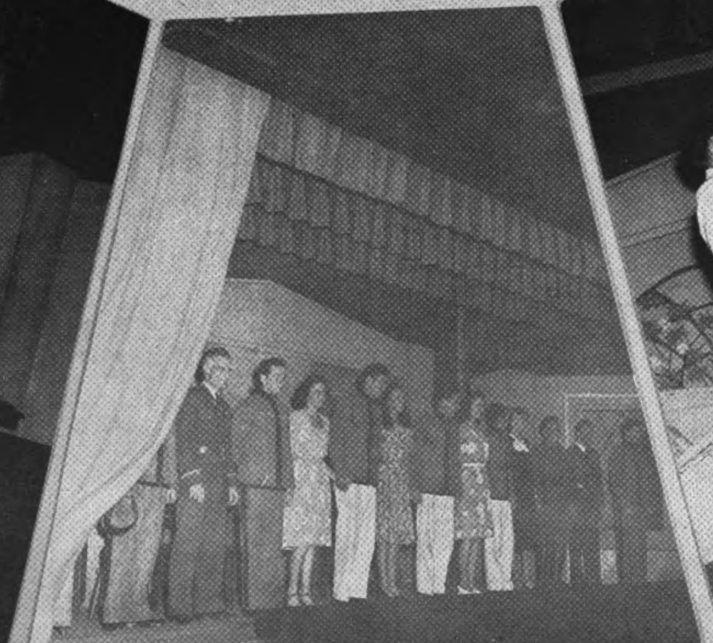
THEATRE



BROTHER



RAT

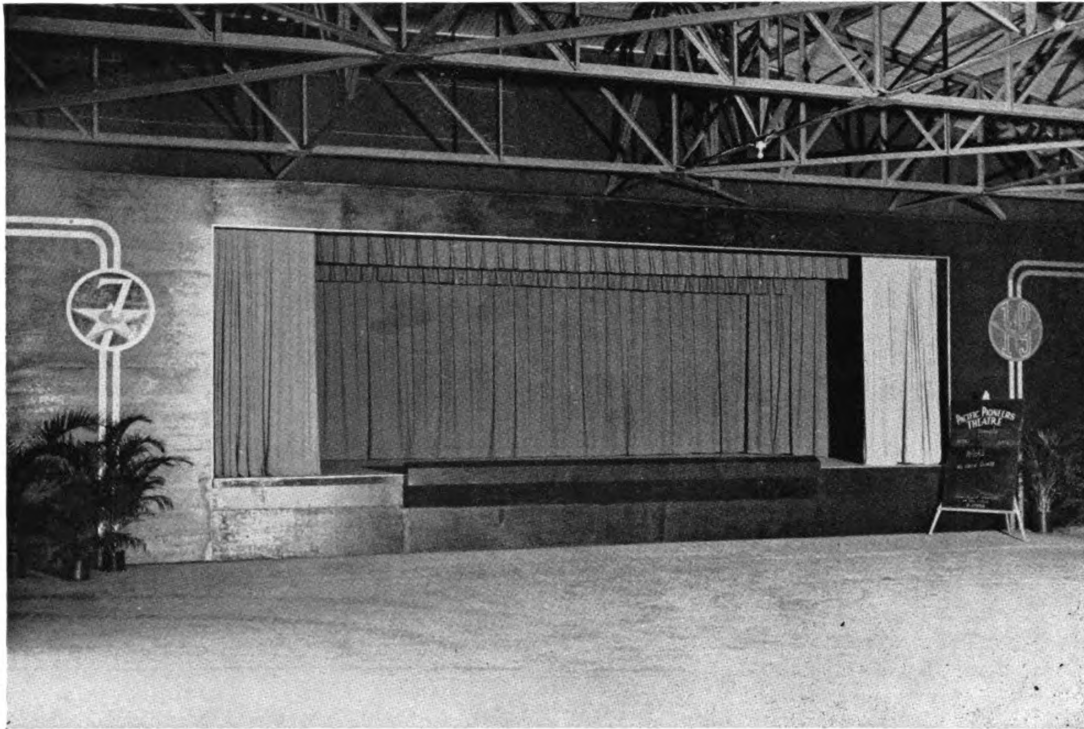


FEBRUARY

1944

Google

Original from
UNIVERSITY OF MICHIGAN



This is a familiar scene to many Fifth Battalion men. While we were working on the NAS Honolulu job, we always made it a point to invite the 19th Transport Squadron, 7th Air Force, to our movies and shows, and when they started transforming one of their old hangars into the "Pacific Pioneers Theatre," Lt. Griffin and his boys furnished them with all kinds of "scrap" material, CMIc's and advice. After the Army had completed its

theatre, Fifth Battalion men were among the many who had the pleasure of seeing such fine productions as "Brother Rat," "The Late Christopher Bean" and others. Before and after each show, and between acts, Frank Cartoscelli and his newly formed "Swing Symphony," starring Frank Schivo on the piano, played "sweet stuff" and practically had us believing we were at a summer theatre somewhere in Maine.



THE BAND

Left to right: Jaderholm, Schivo, Spadaccini, Schweers, Sage (standing), Saarinen, Cortoscelli, "Zeke," Spisak, Maniglia, Thornton, Sypher.



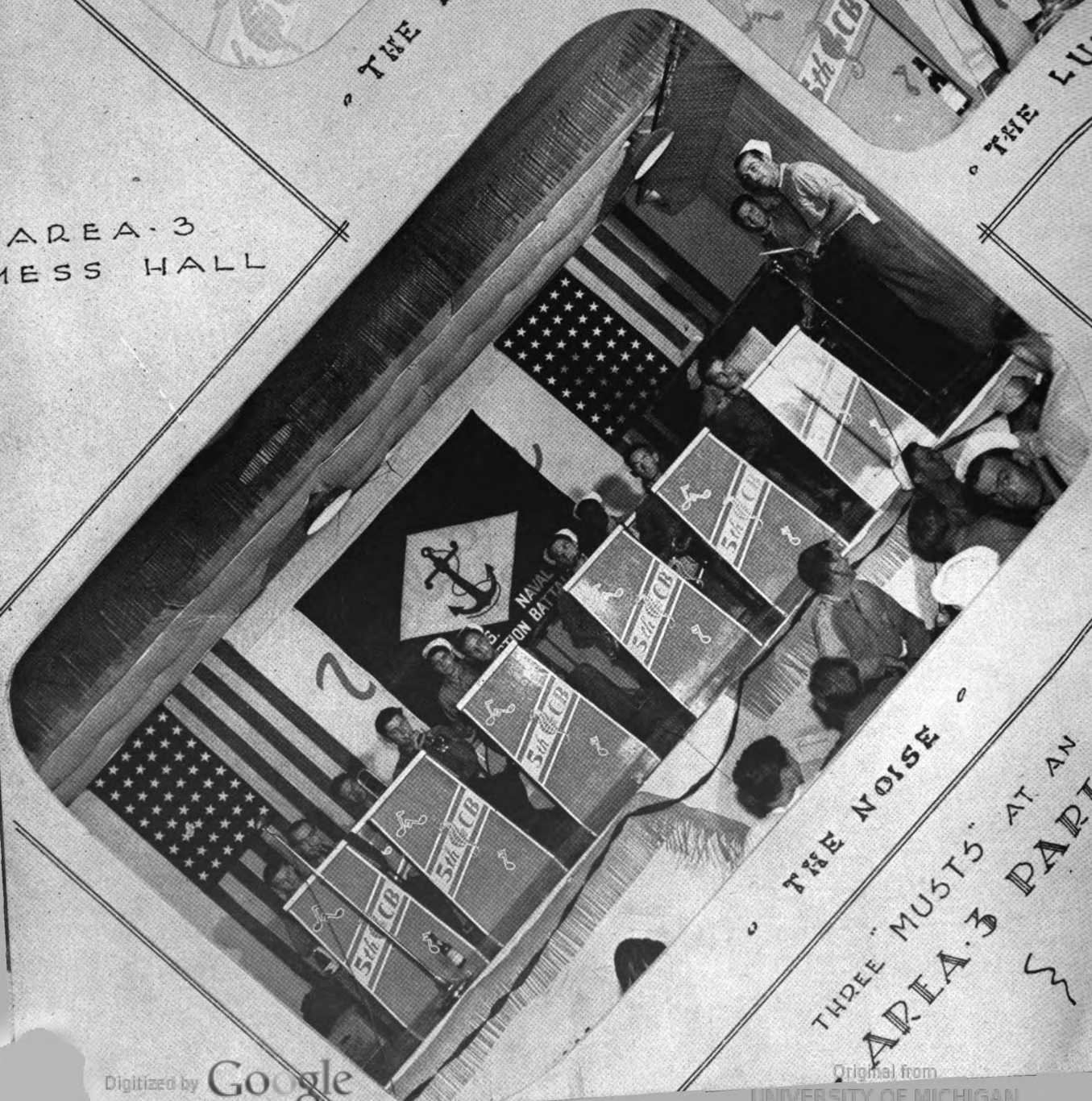


THE LIP



THE LUNG

AREA-3
MESS HALL



THE NOISE

THREE "MUSTS" AT AN
AREA-3 PARTY



SPISAK -



The Area 3 Mess Hall at Pearl Harbor was probably the scene of some of the best parties the Fifth ever had. There was always plenty of beer, lots of food, hula skirts galore, Hawaiian music, Spisaks trumpet, and the inevitable Community sing. These get-togethers were held once every two or three weeks and were definitely high spots in the Welfare program.





CENSORED

This picture was taken at the last Area 3 party just before the Fifth left for the states.

—So sorry, mates!



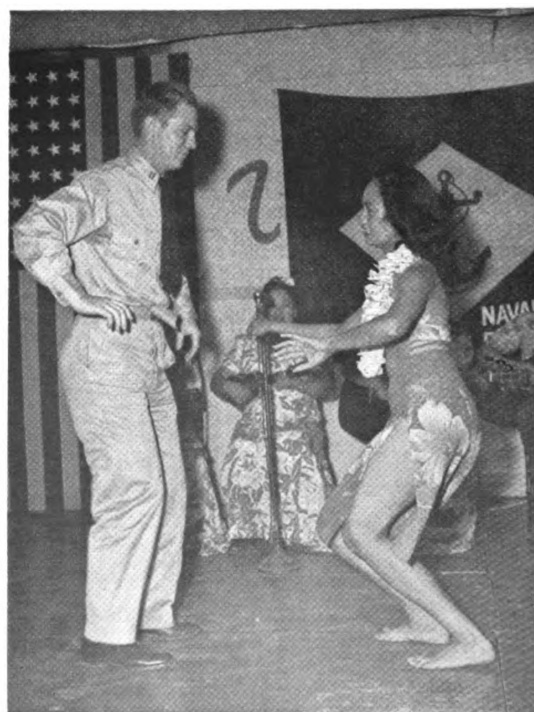
There were a few other acts, but the "good doctor" really stole this particular show.



This page should have been entitled—
"A Dentist at Play."



We had Doc Chandler in this pose but the camera slipped.





FOR THIS PARTICULAR
DANCE . . .

. . . ALICE HAD A
PARTNER.

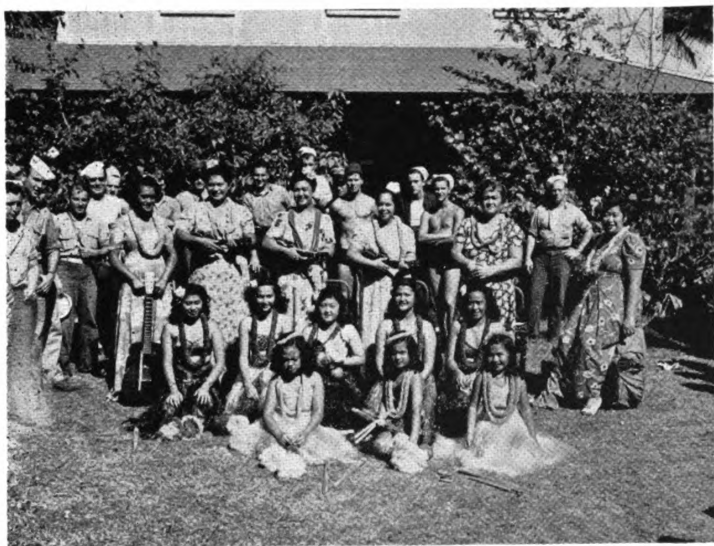
"ALICE"

At parties, on liberty, at luaus and barbecues, on the beach, and in all the native homes, there was always . . . the Hula. On these pages are a few shots taken at a luau and a barbecue given for members of the Fifth. Both were held at the N.Y.A. grounds at Makapu Point, Oahu, T. H.

"Alice" is probably the island's foremost teacher of the Hula and other native dances, numbering among her pupils Doris Duke Cromwell and almost every Hollywood star who has ever visited the Islands. She is typically

Royal Hawaiian—one of the remaining few who are still part of that pure racial strain.

Her interpretation of the Hula is par excellence—but to satisfy those of us who though we were at Minsky's, she injected what is called "the bump" into an otherwise graceful routine—and this so-called "bump" was about to take place in the picture above, when the camera clicked. This "Basin Street" version of the Hula was something to write home about (or was it?)—and only helped to support the contention that Alice "really had it".



Seabee with an iron stomach.

THE TROUPE



Amend again!

Hip swing symphony by
an eight year old.



Beer line just opened at the Luau





The hands tell the story but . . .

The Fire Chief in action. "Griff" was in no mood to put out fires this day, and gave a good imitation of an old chassis which hadn't been greased for 10,000 miles. The squeaks could be heard over on Molokai.



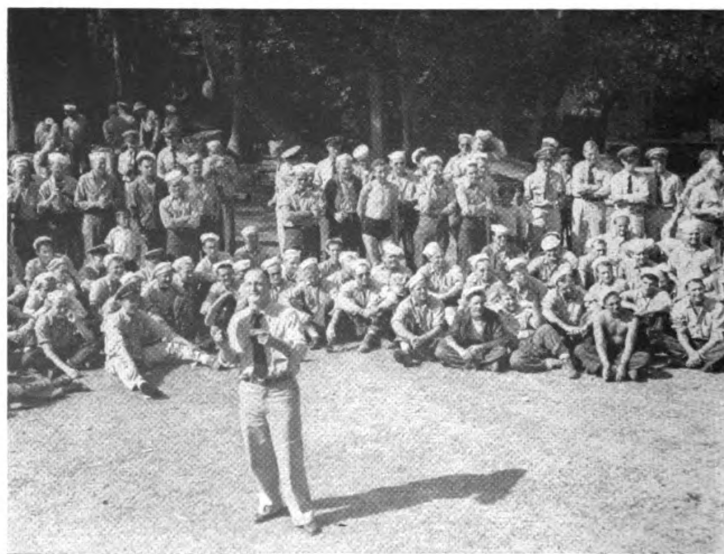
. . . there's so much else going on below.

The troupe which performed at the barbecue.

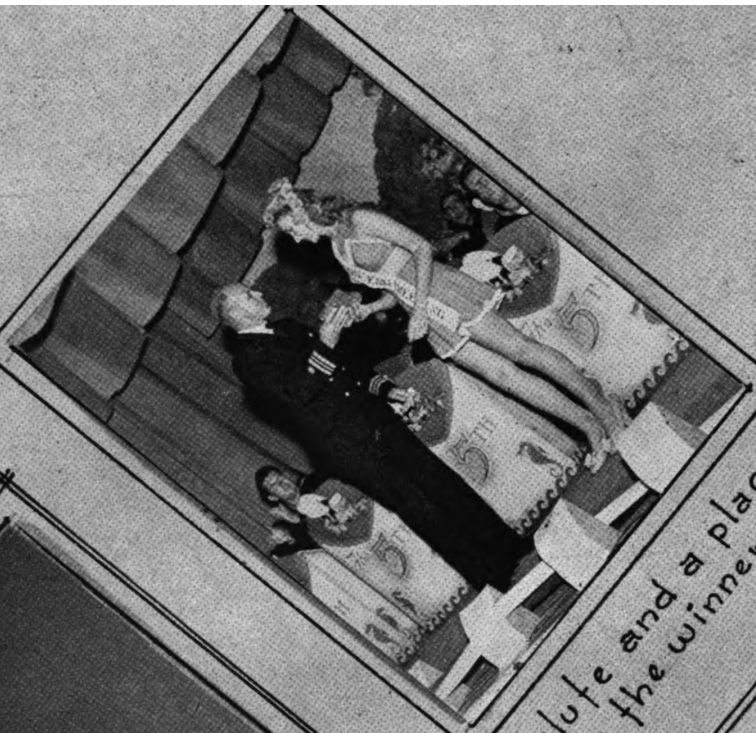


This old guy was really good. We had never seen the male version of a hula before—but it definitely can be done—and GOOD.

Amend tries in vain to get attention. Evidently something much more important was going on in another part of the circle and out of the range of the camera.



5TH N.C.B. PARTY
BARD'S BARN!
 CAMP ROUSSEAU



Salute and a plaque
 to the winner.



Just to be different we didn't
 go to HOLLYWOOD for a pin-up
 girl, but found DONNA ARRANTS
 of VENTURA, CALIFORNIA right
 in our own back yard.



Two jitterbugs
 take a bow.

AUGUST FOURTH
 NINETEEN FORTY-FOUR



After the show . . .



. . . a dance.



"Heaven Will Protect the Working Girl."



"I Walk Alone."



"A Fellow on a Furlough."



One Chief on a reef.



Take one.



Jack Brick in the air.

U.S.O SHOW and DEDICATION of SEAHORSE BOWL

MUSIC BY THE SEVENTH FLEET BAND

CALICOAN



THE CAST



Violetta Weems!

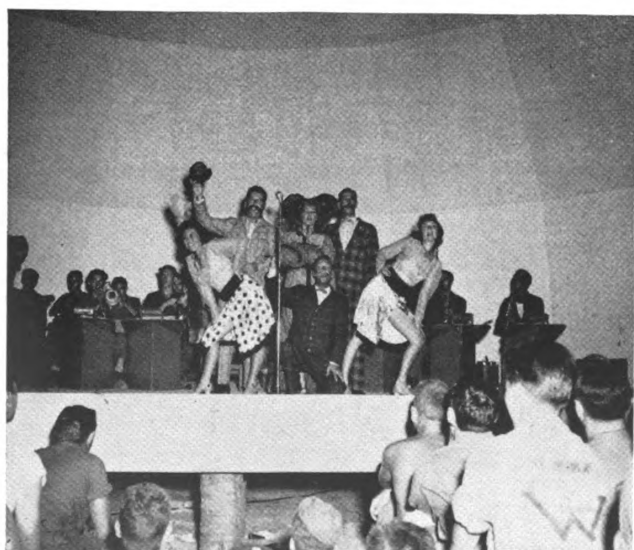
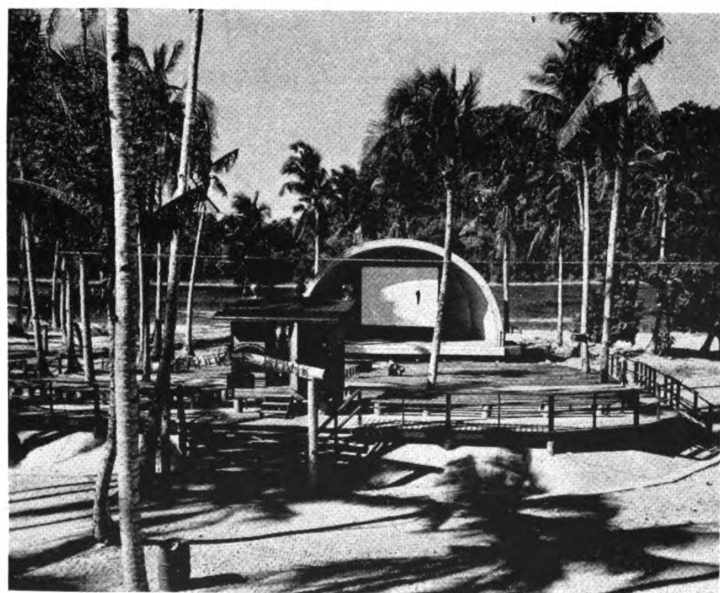


Eva Parachiloo



LT. COMDR. E. S. WINHAM

SAMAR, P.I.



PERSONAL APPEARANCE SEAHORSE BOWL

..... and Ushereffes

5 MAY 1945

U.S.O. CAMP SHOWS INC.
present

"PERSONAL APPEARANCE"
A Comedy in Four Acts By
Lawrence Riley

Directed by Hugh Rennie

SEAHORSE BOWL

1930. 5 May 1945

CAST OF CHARACTERS

(In Order of Appearance)

Johnson	Jonathan Harris
Tuttle	John Barragrey
Carol Arden	Muriel Hutchison
Aunt Kate	Marie (Mom) Keuney
Gladys	Grace Carney
Joyce	Helen Baron
Bud Norton	St. John Terrell
Mrs. Struthers	Louise Larabee
Clyde	Jim Lee

SYNOPSIS OF SCENES

Prologue - A theater in Scranton, Penna.

Act I - The Struthers home. Late afternoon.

Act II - The same. One hour later.

FIVE MINUTE INTERMISSION

Act III - The Struthers home. Late that night.

Act IV - The same. The following morning.

STAGE MANAGER

Russell Parker

U.S.O. UNIT NUMBER 402



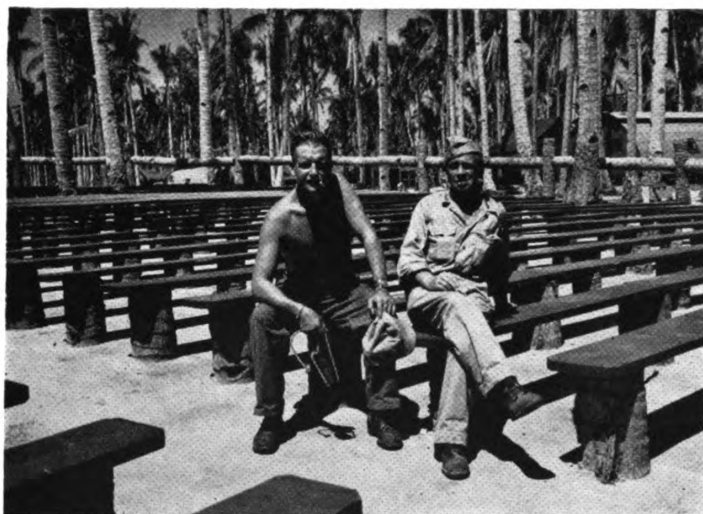
THE PROP MEN and SEABERS

THE PROGRAM

Everything but dates



Original from
UNIVERSITY OF MICHIGAN
THE CAST and SEABERS



The producers.



Everybody liked . . .



Louise Larabee out of character.



. . . the leading man.



The cast at work.

CALICOAN

PHILIPPINE FOOTLIGHT OLLIES

ISLAND

FIFTH PLAYERS PRESENTATION SEAHORSE BOWL

MAY 30, 1945



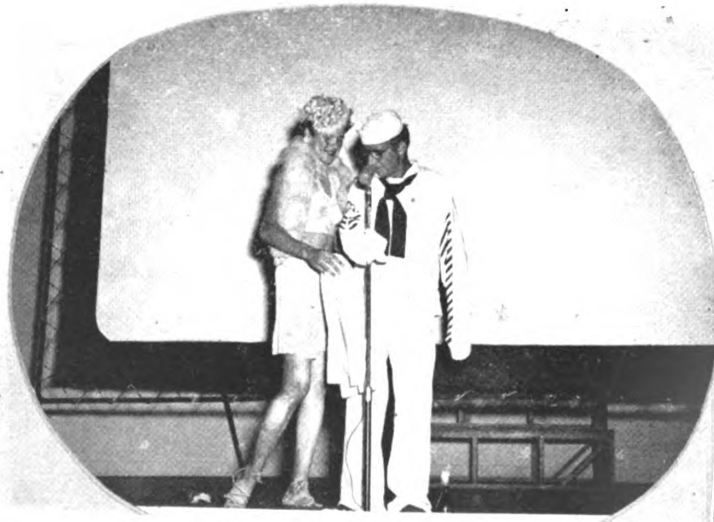
"THE PAYOFF"
BOB SHILLING & "GOOD DEAL" PHELPS



EVERYBODY WATCHED "THE HANDS"
PONCHO & JIMMIE



"SAN ANTONIO ROSE"
BOYD, HALL, RUNDLELL & TEAGUE



"IT COULD ONLY HAPPEN IN THE FIFTH"
"MOOCH" MANEY & BOB SCHILL

THREE MEN....



CHARLIE PATSY FRANKIE



PATSY, ERWIN, CHARLIE, FRANKIE

SEA HORSE
BOWL

END SEA HORSE BOWL 5.20

U.S.O. CAMP SEBOS

PRESENTS

"THREE MEN ON A HORSE"

A FARCE IN THREE ACTS

BY JOHN CECIL HILARY AND GEORGE ABBOTT

*** ACT ***

LOIS HALL -- Egypt, Massachusetts as	AURSEY THORNBURGH
THOMAS SMITH -- Ann Arbor, Michigan as	ERWIN THORNBURGH
METHELYN CORNELL -- Milford, Massachusetts	CLARENCE
JACK BITTNER -- Omaha, Nebraska as	FRANKIE
HARVEY DAIN -- Yankton, South Dakota as	CHARLIE
LEWIS CHARLES -- New York as	PATSY
HELEN BOYERS -- Dallas, Texas as	MABLE
HELEN GILLETTE -- New York as	GLORIA GREY
STAGE MANAGER -- New York	JULIAN NEWMAN

ACT I
SCENE I THE THORNBURGH HOME
SCENE II COCKTAIL LOBBY IN THE HOTEL LAVILLERS

ACT II
SCENE I THE THORNBURGH HOME
SCENE II ROOM IN THE HOTEL LAVILLERS

ACT III
SCENE I THE THORNBURGH HOME
SCENE II ROOM IN THE HOTEL LAVILLERS

HELEN GILLETTE-
EMCEEING-DELUXE-
STORIES-FAIR-
ANATOMY-YOW!



CHARLIE, FRANKIE, MABLE, PATSY, ERWIN, CLARENCE

August 1945

ZOO
JUNE TENTH
NO. 8
BELMONT PARK
THIRD RACE

...ON A HORSE

Digitized by Google



Original from

UNIVERSITY OF MICHIGAN

CONCERT



CAVALCADE



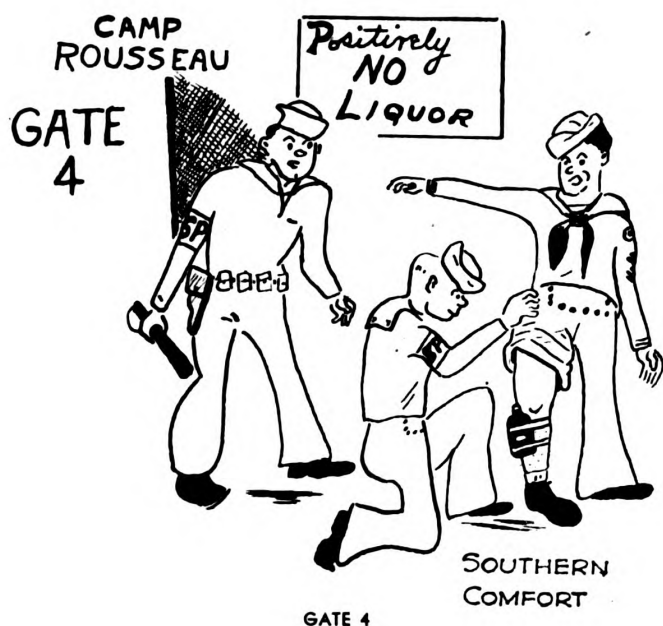
SEAHORSE BOWL

NINETEEN FORTY-FIVE

SEPTEMBER TENTH

VACATION AT HUENEME

So many of us had so much fun while the Battalion was stationed at Camp Rousseau, no year book would be complete without a page or two to refresh our memories on Oxnard, The Castle, Ventura, Los Angeles, The Stanley Hotel, military training, Bard's Barn, the PNAB job, Gate 4, and the Hueneme fog. After a one-mile parade to the train at Camp Parks, and a hot, dirty, and



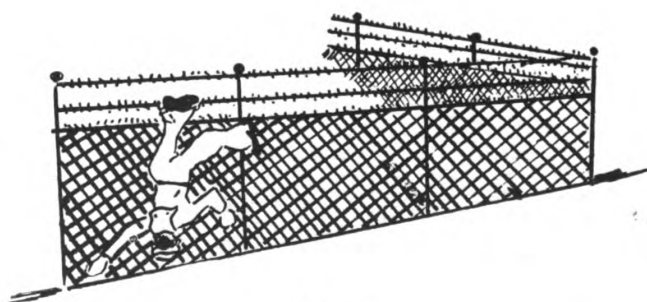
parking area at camp . . . chow on Christmas Day . . . long holiday week-ends . . . movies at Theatre A . . . that "vulnerable" fence and the "co-operative" perimeter guard . . . barbed wire scratches . . . the PNAB job, its opportunities and disadvantages . . . volley ball games . . . Turbeville "taking off" with half the money in Company D . . . rules and regulations . . . rationed cigarettes and Kleenex . . .



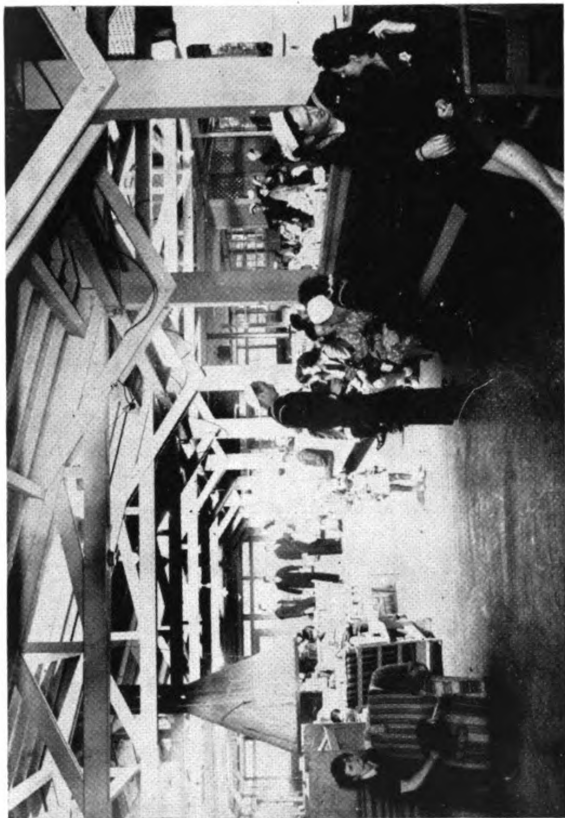
OXNARD BLUES

uncomfortable overnight train ride from Camp Parks to Port Hueneme, we were more than glad to sit down to that first breakfast at Camp Rousseau. Although it was unknown to us at that time, this port of embarkation was to become a stateside home for the Battalion for many months to come. Immediately, families began moving to the vicinity of the Camp. The "No Vacancy" nightmare was the source of many headaches, but somehow, somewhere, everyone managed to find a place for his wife and family to stay. Rooms were high, chow was expensive, liquor was practically out of reach, and everyone went broke, but it was fun while it lasted.

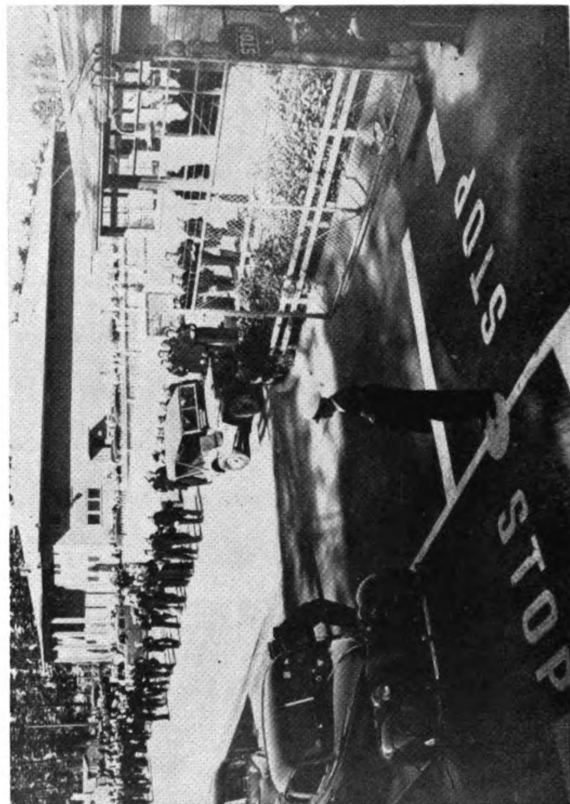
Camp Rousseau and the nearby section of California left us with many memories, among them . . . the Hueneme fog . . . the 5th's championship baseball team . . . The Castle . . . week-ends at The Stanley . . . the



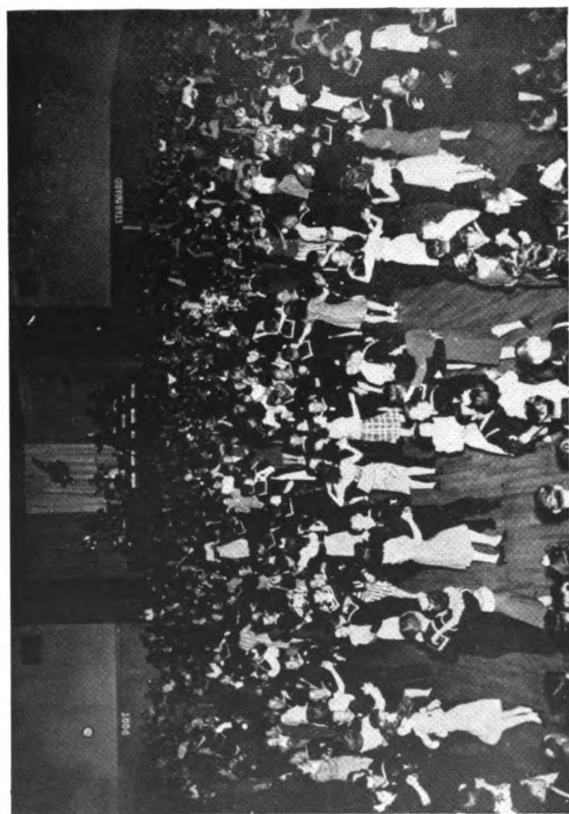
A. O. L.



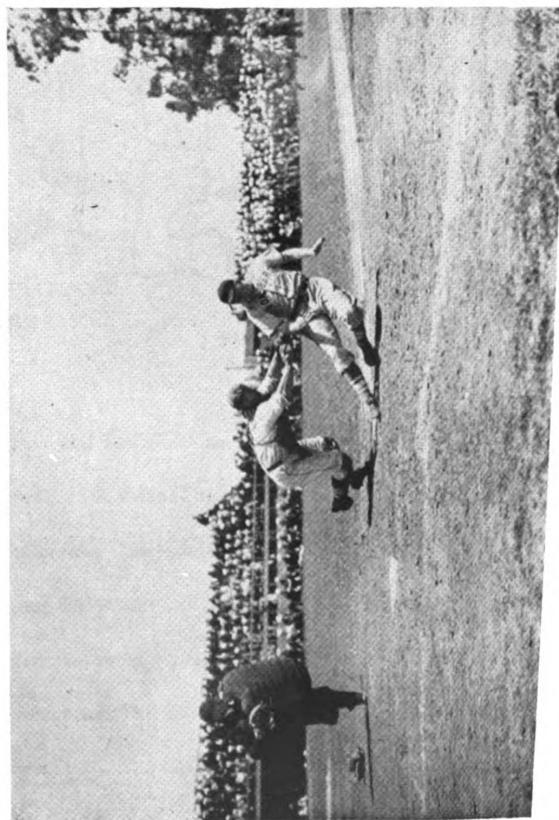
Visitors' section.



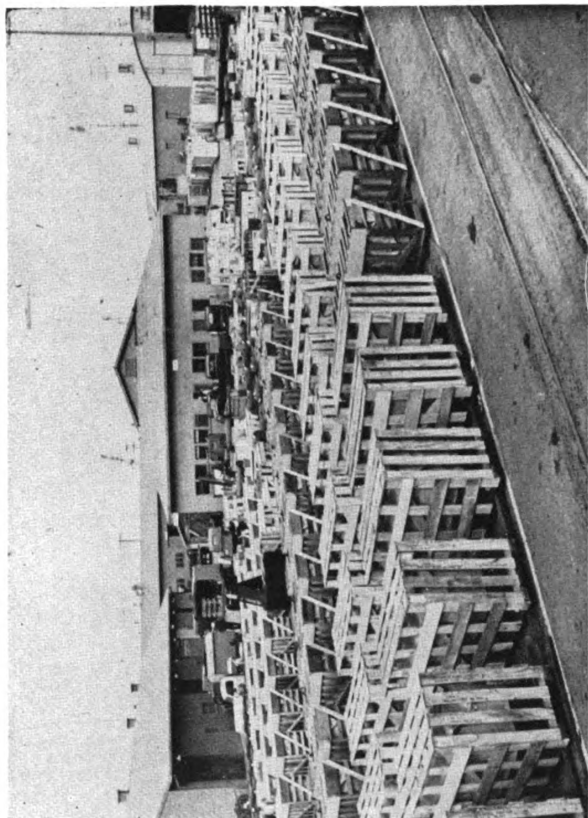
Saturday noon at Gate 4.



A dance in Theatre B.

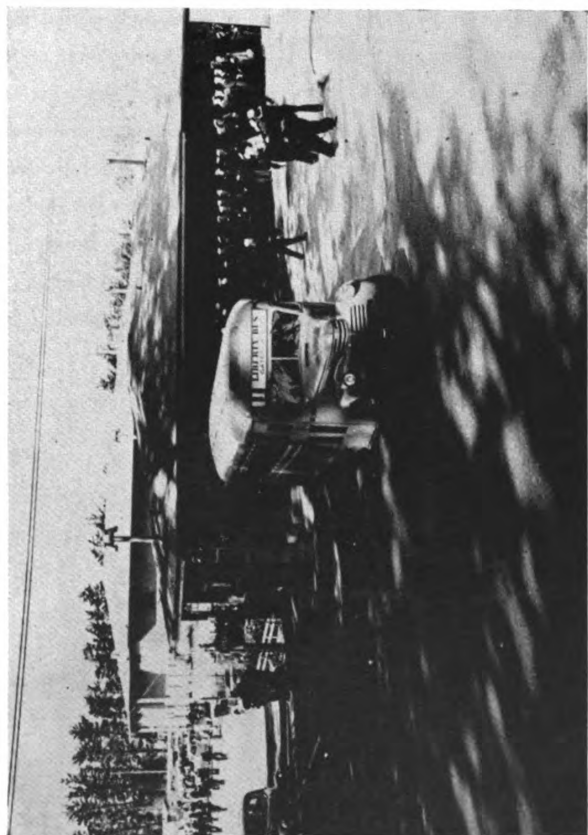


Rousseau "Bees" vs Bombers.



Storage area.

They'll soon be off to foreign shores.

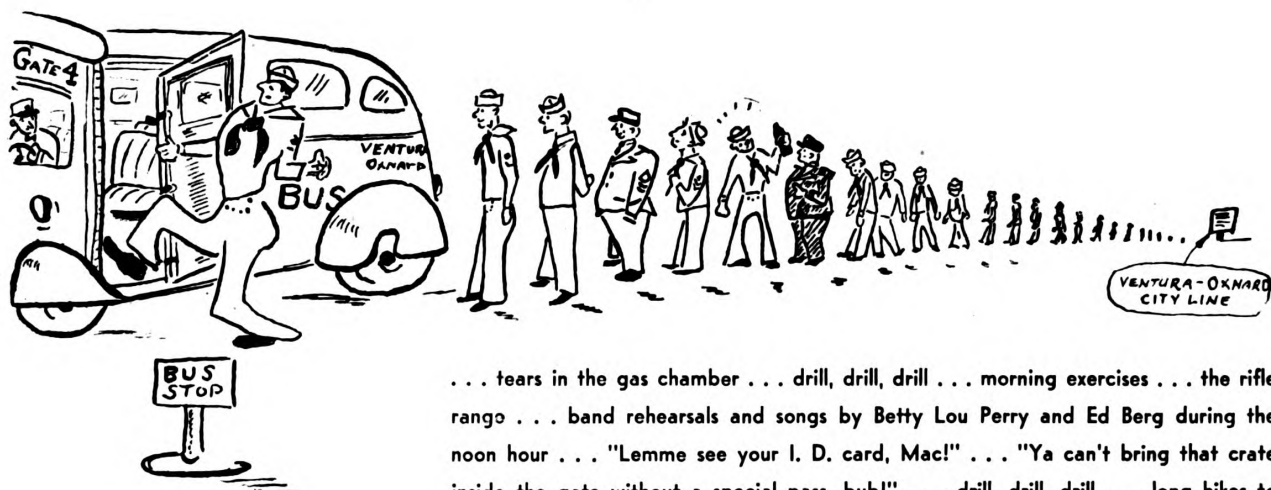


Liberty bus bound for Oxnard.

Air view of swimming pools and part of camp area.



Ensigns Gay, Adams, and Parr being welcomed aboard at Gate 4 by two 5th CPO's at 0100 in the morning, and with the proper "spirits" . . . week-ends in Los Angeles and Santa Barbara . . . the Biltmore Bowl and the Casino Room . . . the Strip . . . the effort it took to make Monday morning muster . . . the effort it took for extra duty if you didn't . . . military training. . .



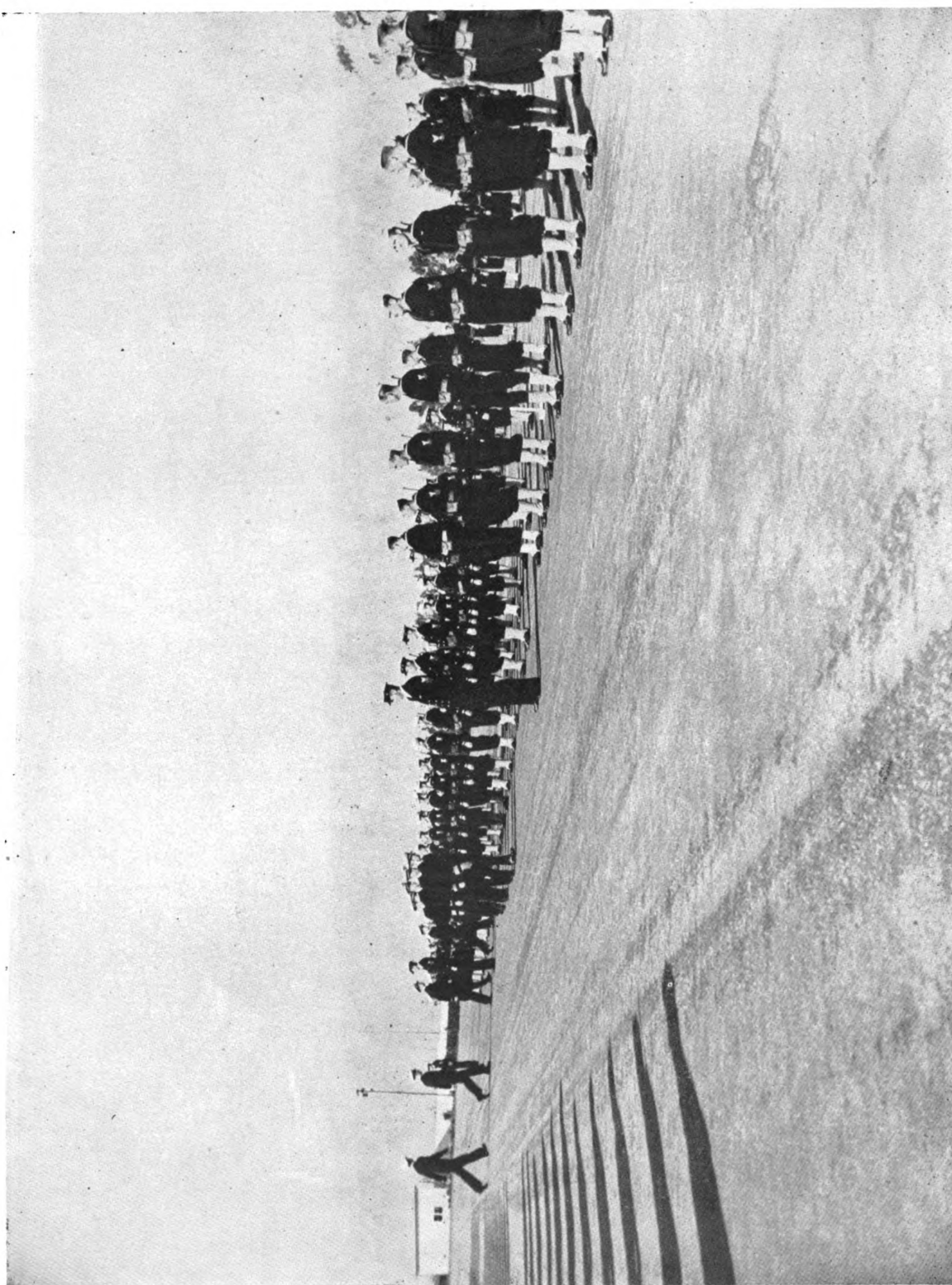
. . . tears in the gas chamber . . . drill, drill, drill . . . morning exercises . . . the rifle rango . . . band rehearsals and songs by Betty Lou Perry and Ed Berg during the noon hour . . . "Lemme see your I. D. card, Mac!" . . . "Ya can't bring that crate inside the gate without a special pass, bub!" . . . drill, drill, drill . . . long hikes to the military training area . . . thumbing rides to and from Los Angeles on week-ends . . . the boxing exhibition by Michelli at the Theatre B dance . . . that "party to end all parties" at Bard's Barn . . . the beach at Hueneme . . . trips through the studios in Hollywood . . . "Black Outs of 1944" . . . Slapsie Maxie's . . . The Brown Derby . . . The Hollywood Bowl! . . . Mexican Beer, 50c a bottle . . . the Oyster Loaf Cafe . . . try and get a seat! . . . Embarkation Leaves . . . midnight mass and Christmas Day

Services . . . more Embarkation Leaves . . . the weather, best described as "four seasons in any one day" . . . smuggling "packages" thru Gate 4 . . . the "Gando" dances . . . smuggling "packages" through the fence, under the fence, and over the fence . . . the "last night" beer bust in the "wet canteen" . . . the embarkation . . . seabags everywhere . . . "leave the camp clean, mates!" . . . fall in . . . muster on the dock . . . everybody aboard . . . cast off the stern-line . . . and finally goodbye to the states for many, many months!

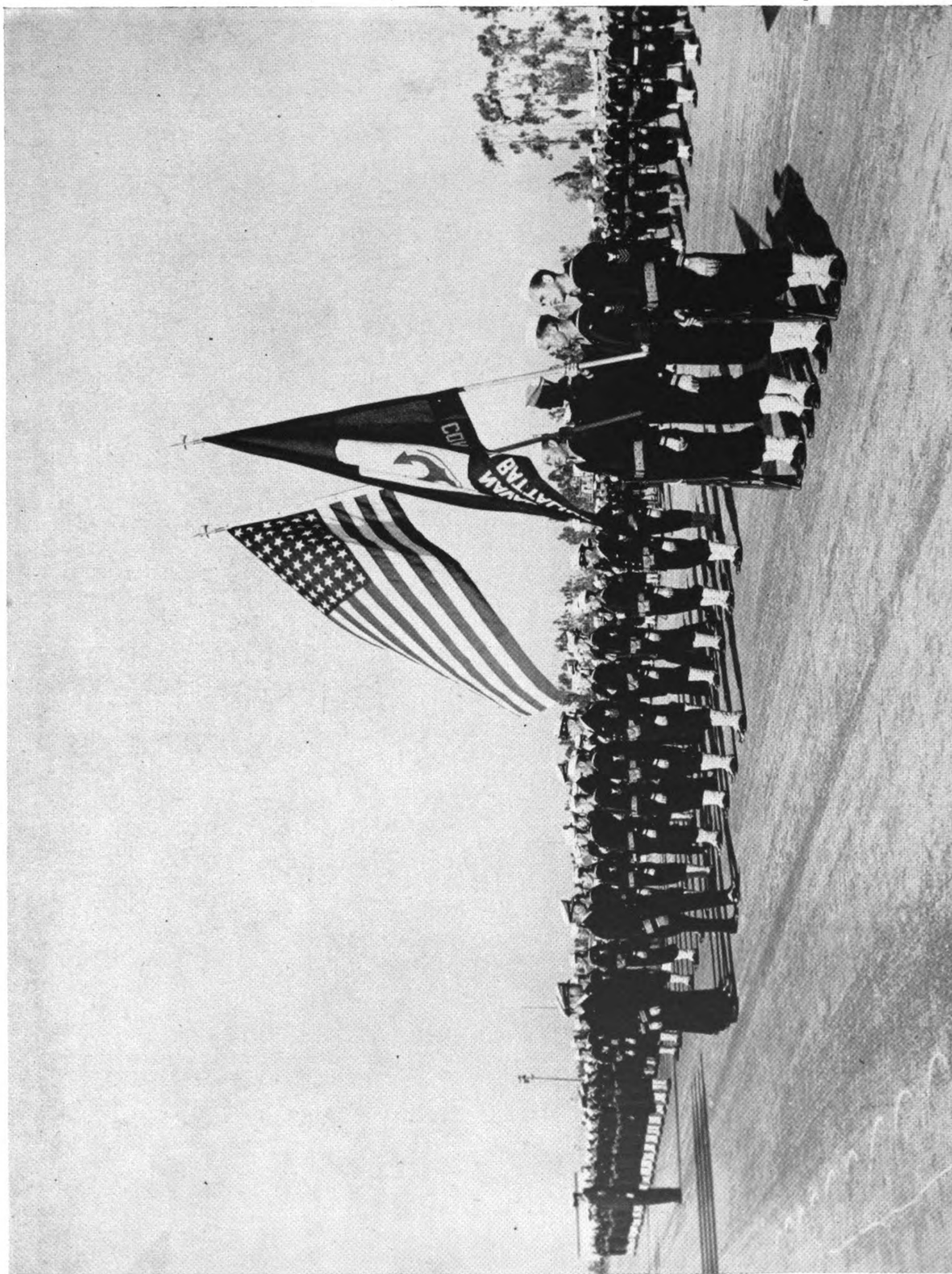
HOMeward Bound — !



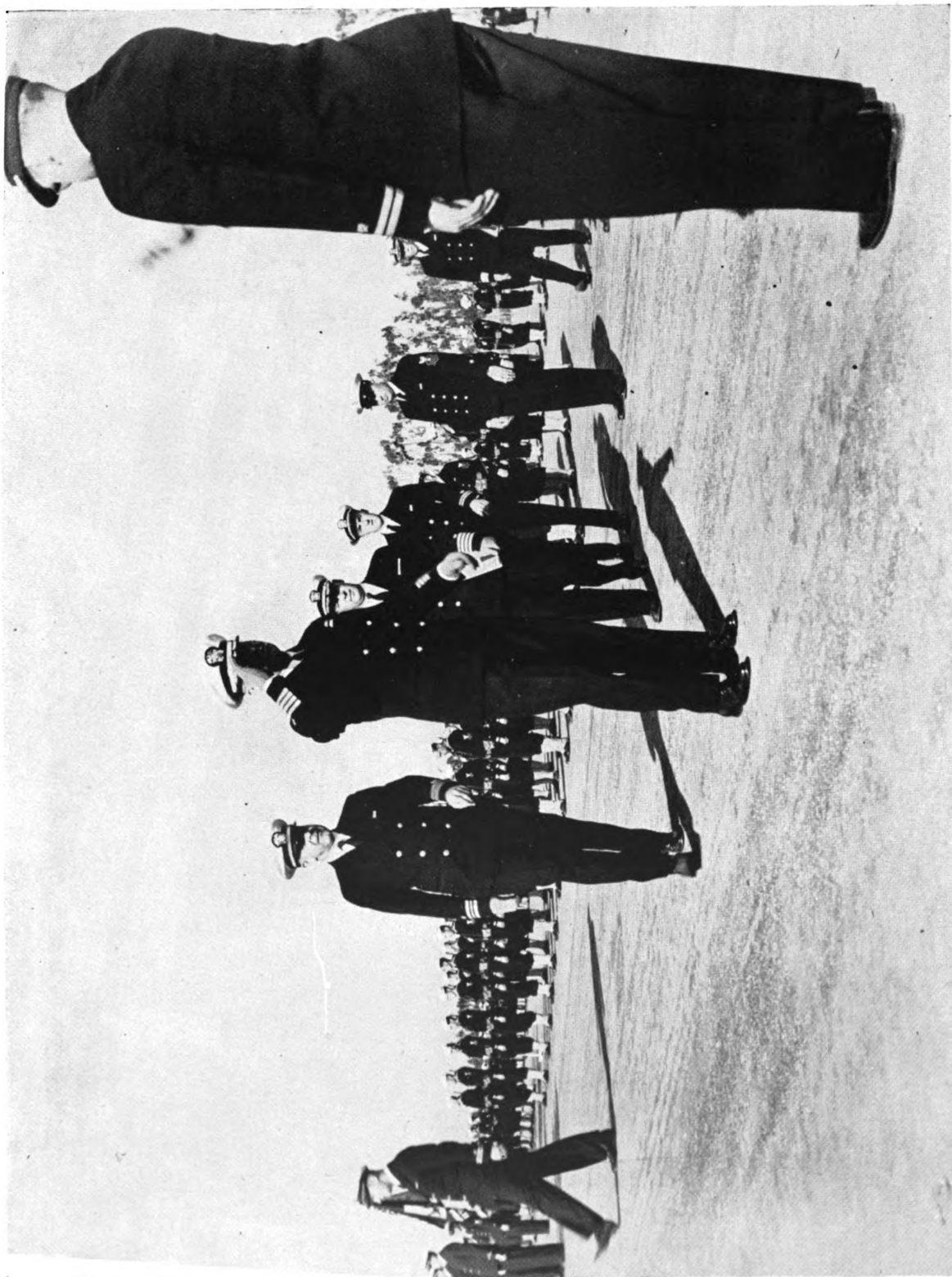
Embarkation leave.



INSPECTION AT HUENEME
Here they come.



Company C gets it first.



Captain Paddock returns Lt. Wager's salute.



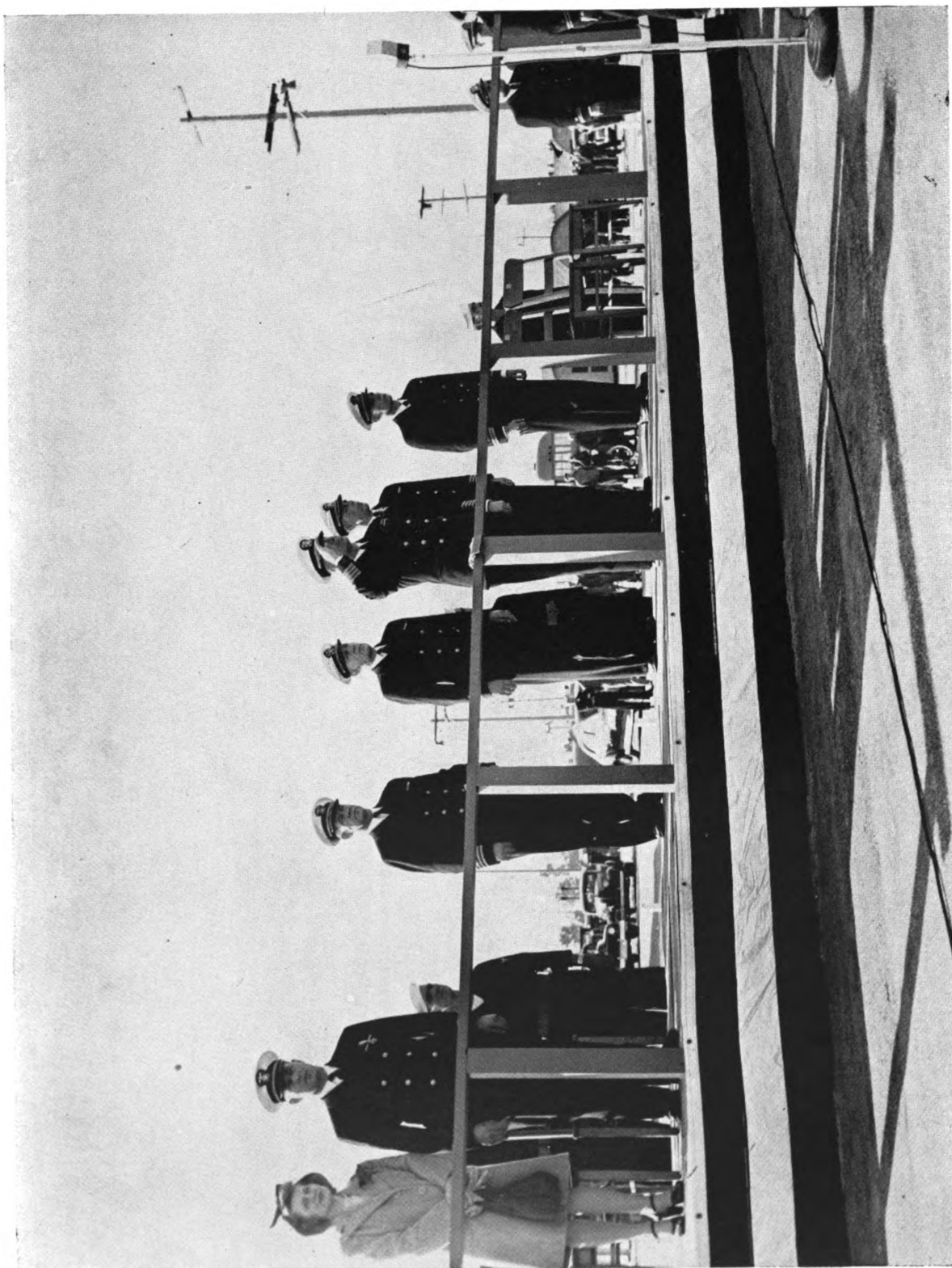
Captain Sihler comes down the line.



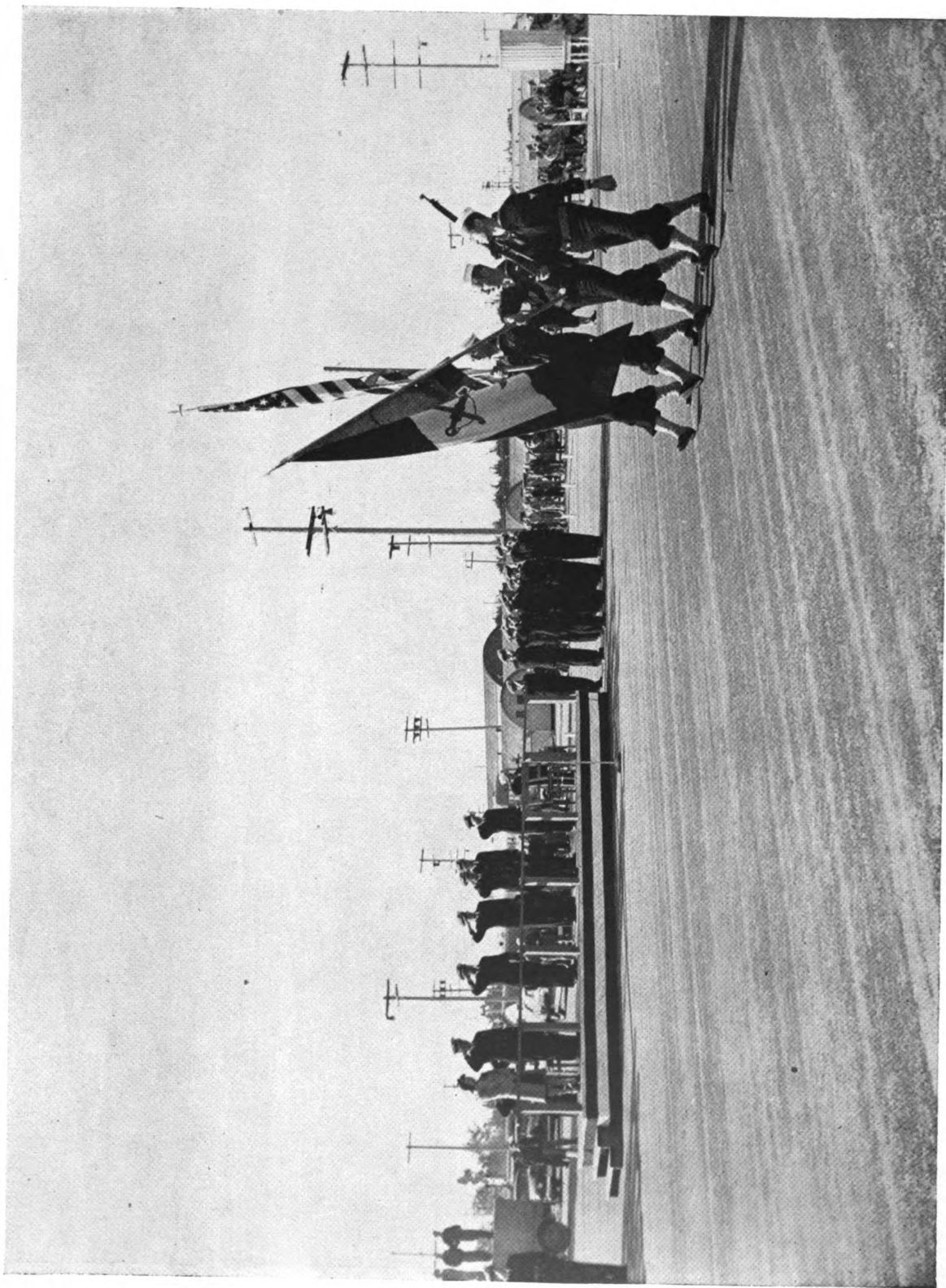
Now it's Company B's turn.



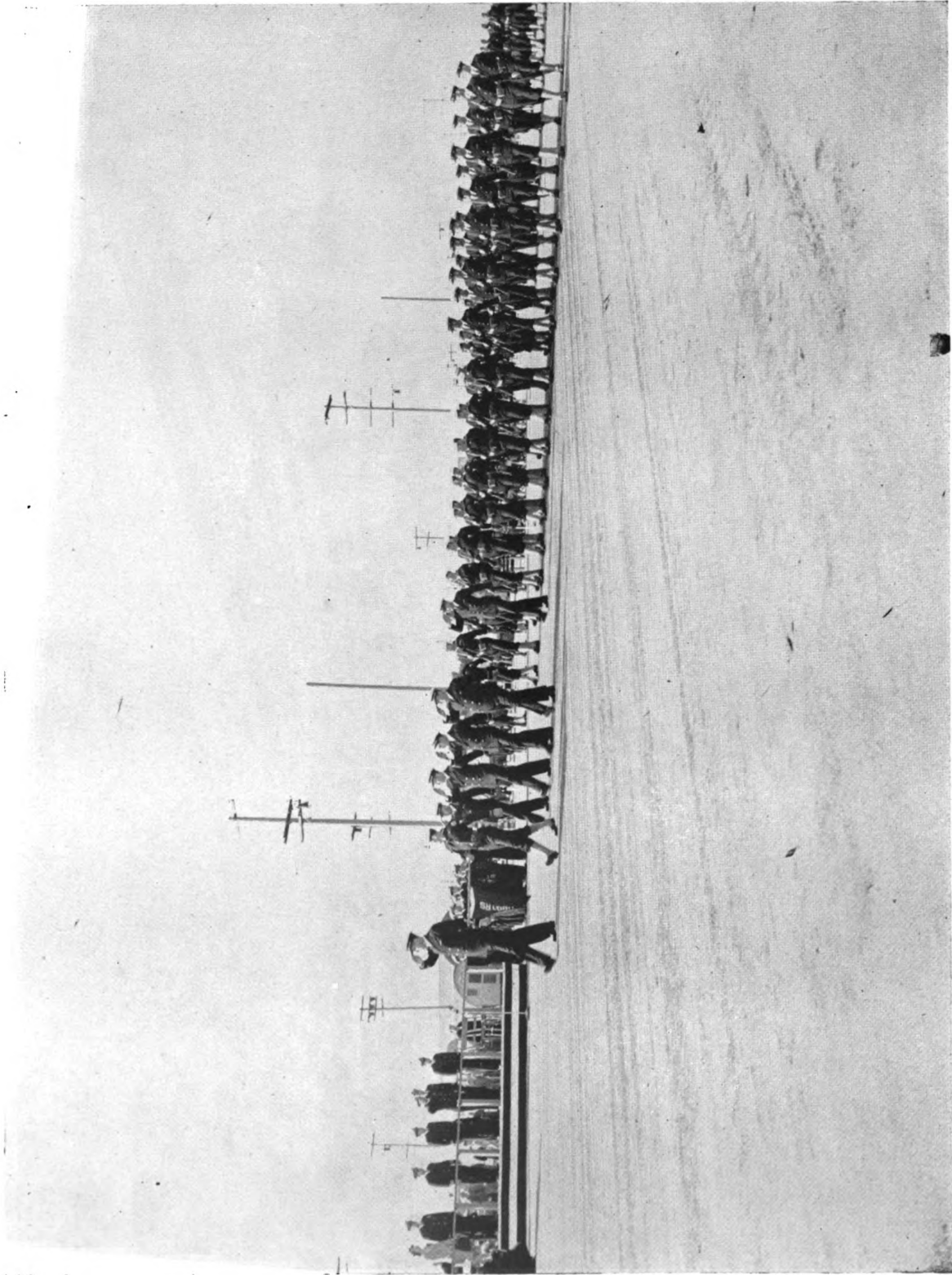
A close look at Herschel V. Smith.



The reviewing party.



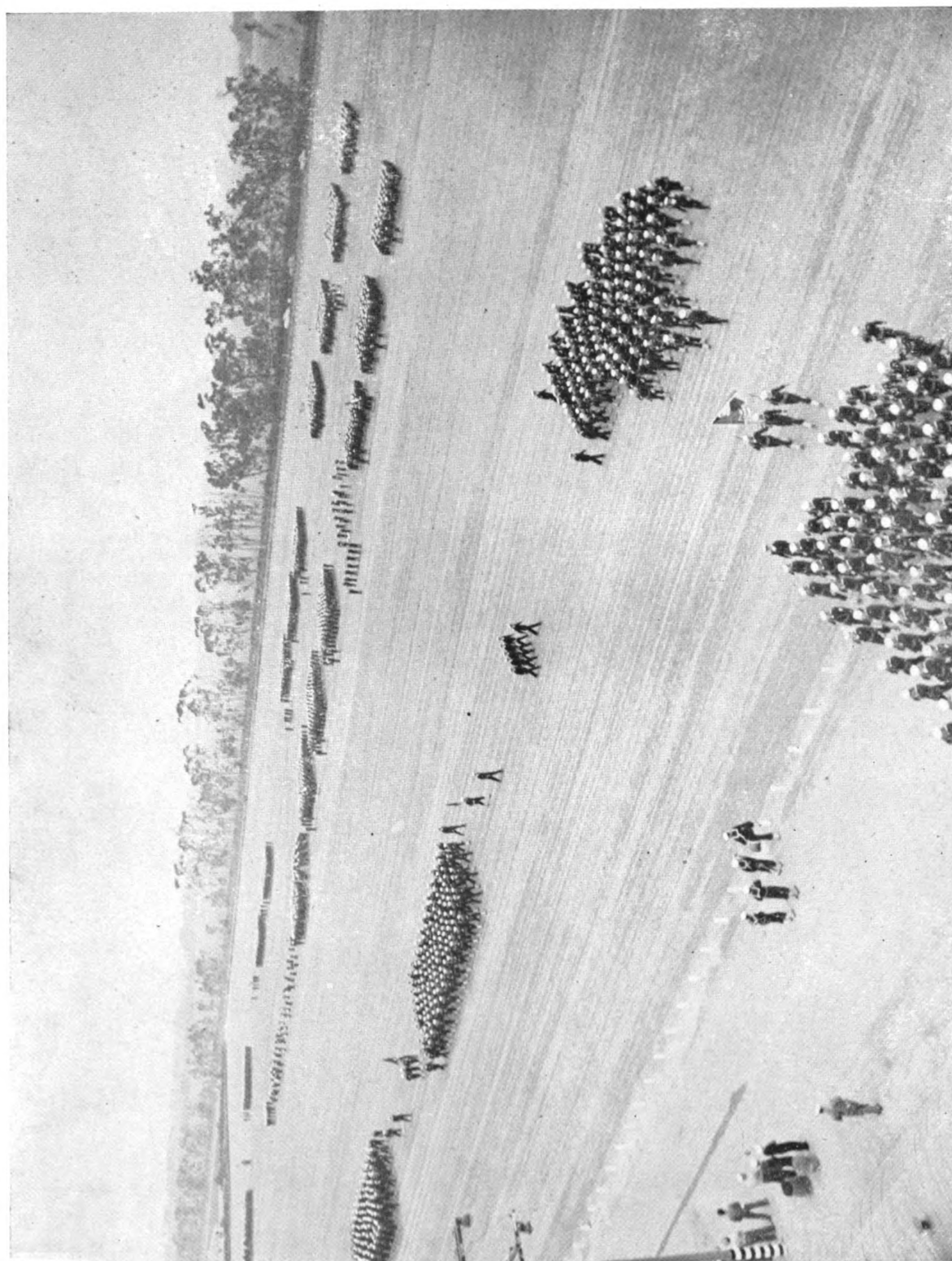
The color guard . . .



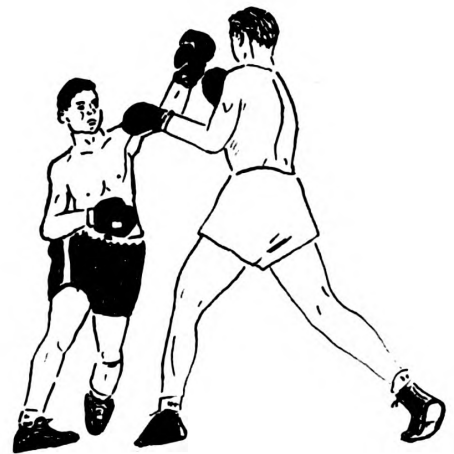
... and then Headquarters Company.



The Captain is piped over the side.



We march off the field.



SPORTS



The championship Hueneme baseball team
and their special pin-up girl, Miss Carole
Deer of New Orleans, La.



Front: Freitas, Rompalo, Munsch, Shaw, Akins, Anderson. Center: Zangrilli, Busby, Watkins, Short, Fricke.
Rear: Desselle, Rodomonick, Bunn, Lt. Hancock (acting manager), Leininger, Roodhouse, Barfield, Marques.

The Battalion's first venture in athletics took place on Midway Island where the boys won the mythical crown in the softball tournament which found the Army, Navy and Marines as opponents. All of the games were played on the airfield. The championship team was composed of "Red" Cooper, Leininger, McCarthy, Bunn, Wilkiel, Fricke, Cannon, Carter, Akins, Busby, Dessel, Backus, Anderson, Heil, Davidson, Coscia, and Knight, some of whom do not appear in the picture.

"Smoky" Joe Ruchka's fine team kept the boys in good spirits on Johnston Island as they won game after game from the Navy and Marines stationed there. Here, Watkins, McGary, Lt. Griffin, Hagan, Bocharo, Shaffer, Welsh, Fanning, Williamson, and Sudbrack all played for the Fifth.

Since the first time that the Battalion was stationed on one island long enough to play ball, it has produced



Front: Busby, Zangrilli, Bocharo, Ruchka, Stewart and Starr. Rear: Bunn, Richardson, Watkins, Hagan, Amend, Randall, Leininger and Sargent.

good teams and has always been able to boast of a fine record.

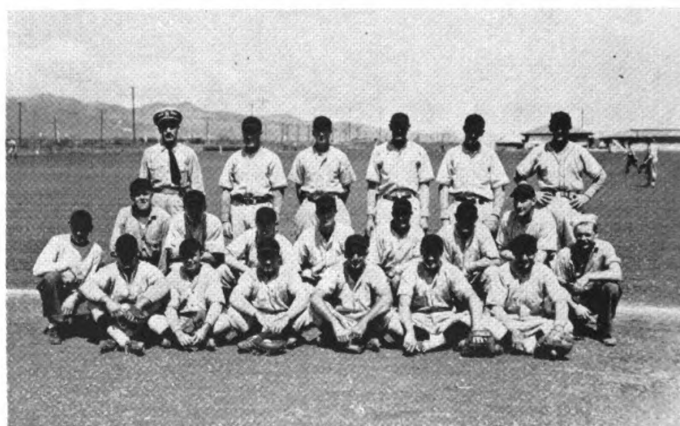
A fine team spirit was ever prevalent and the Battalion always backed its teams to the limit. Baseball and basketball have always been the prominent sports and while softball and boxing were popular to a degree, they never seemed to reach the enthusiastic popularity enjoyed by the former sports in the Battalion.

At Pearl Harbor, after returning from duty on several tiny islands, the Battalion really produced a great team, and its fame spread throughout the Hawaiian Islands. It was runner-up in the 12-team Hawaiian Defense League

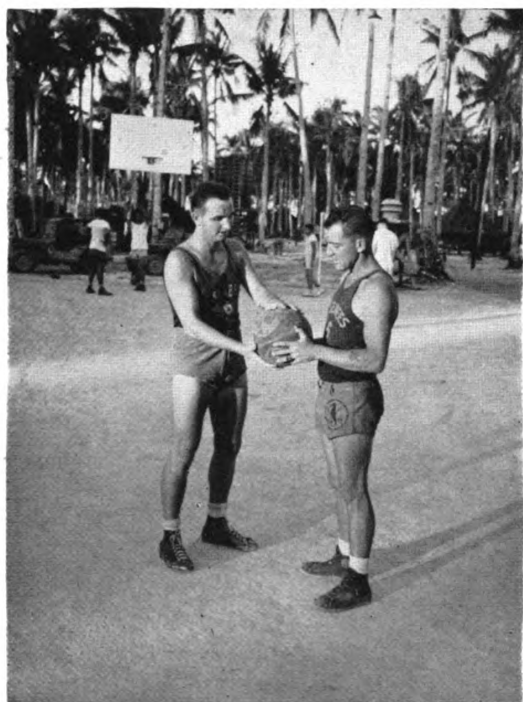


Front: Busby, Dessel, Anderson, Bunn, Akins, Carter and Heil. Back: Cooper, Davidson, Knight, Jacob, Coscia, Backus and J. Cooper.

and but for its nemesis, the big-league, star-studded Sub-Base team, it would have copped the title. How many of us will forget the blinding pitches of Leo Leininger as he toiled on the mound; or husky Louie Bunn, who fielded his position like a hockey goalie; the work-horse John Zangrilli, who labored behind the plate game after game; and Lieutenant Griffin gracefully cavorting around first base? There were plenty of great games and some tough ones to lose but not many; and at the end of our tour of duty; we left behind a great record which will long be remembered.



Front: Wilkiel, Akins, Zangrilli, Fricke, Bunn, Charles. Second: Heil, Dessel, Lt. Griffin, Williamson, Davidson, Short, J. Cooper, Leininger, Anderson. Third: Lt. Reed, Richardson, Busby, Simsick, Huffman, Gutowski.



"Doc" Puskiewicz and "Buzz" Swearingen "on the ball."

At Pearl Harbor the softball team operated during the baseball off season and most of the hard ball fiends were on the crack softball team which finished in second place in the Island League. Carl Randall and "Sarge" Sargent divided the pitching honors on the club and between them, they won many a game. Johnny Starr was one of the outstanding infielders on the club and "Smokey" Joe Ruchka remained a star attraction with his perennial cigar. The team was managed by player Joe Bocharo and Chief Carl Amend.

Back in the States, the Fifth went on its well deserved 30-day leave, then finally wound up at Port Hueneme where the baseball season was just getting into full swing. Playing at Bolles Field at the Base, the team took immediate possession of the league leadership by starting its 1944 season with a winning streak. Once again Leo Leininger toiled on the mound and teamed up with Harold Roodhouse to lead the team into the finals. It was here at Hueneme that the very colorful Tony Freitas joined the club and began his hitting which kept the team on top of the league. Joe Rompalo, fancy first-baseman was also added to the roster and helped the club win many of its games. Other newcomers to the outfit at this time were Vern Shaw and Rod Rodominick, both utility men.



Standing: McAllister, Ipsen, Peterson, Hoglund, Beauchamp, Deck, Zeilman. Kneeling: O'Dell, Cannon, Sant-house, Swearingen, Sheeler, Rayce.

THE "WARREN BASS" AGGREGATION



FIVE AROUND THE HOOP
Swearingen, Hoglund, Puszkiewicz, Sheeler, Randall.

With Leo Leininger on the mound for the deciding championship game with the 106th Battalion, the 5th stormed its way to the Base Championship by winning easily, 11-0, as Leininger gave up but two hits. In this game, the hitting of Freitas and Shaw was outstanding and the team played fine ball behind Leininger.

Prior to leaving for the Philippines, the loss of Louie

Bunn, Howard Busby, and Leo Leininger via the transfer route left three gaping holes in the team. However, the timely acquisition of pitchers deluxe, Harper White and Steve Warchol, put the team back on its feet again. The Battalion then set sail for the Philippines and the baseball team was ready for new conquests.

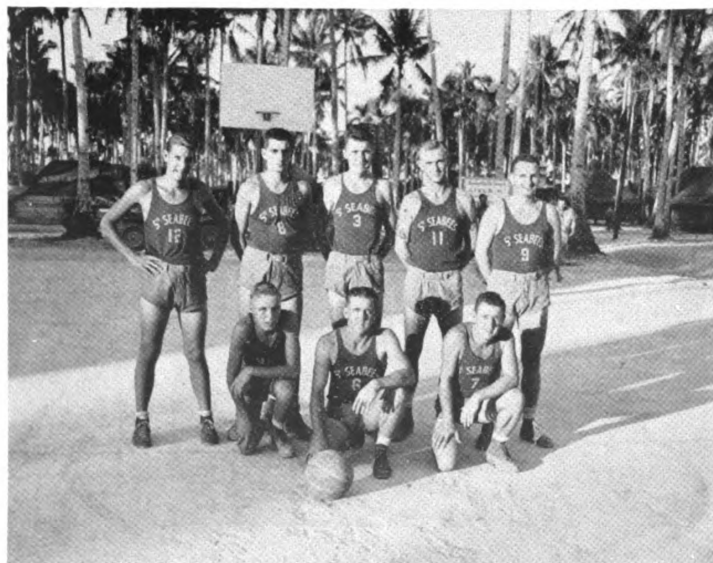
In the Philippines the team was faced with the problem of not having a diamond on which to play. However, in no time at all, due to the efforts of Lieutenant Griffin and his ball players, the great Palm Tree Stadium appeared from out of the cocoanut trees and banana bushes, and Calicoan had its first baseball diamond.

Shortly afterward, Lieutenant Griffin called out his candidates and the club began shaping up despite the Philippine heat. Practice took place at twilight and the boys began whipping the ball around in great style. Shortly after the Island League had started, Lieutenant Griffin left for detached duty at Borneo and took with him Don Barfield and Vern Shaw. At that time, the managerial reins of the club were turned over to Ensign George Gay.

Ensign Gay led the team through its first 18 games without a loss and the team clinched the first-half title thereby guaranteeing itself a spot in the play-offs. Harper White won ten straight (four by way of the shutout route) before losing a game, and his 4-1 victory over the arch-rival 30th Battalion was the outstanding triumph of the year.

Steve Warchol fireballed his way to three wins and also notched two shutouts, one of which was a sweet 1-0 victory over ex-big leaguer Bill Brandt, who pitched for the Naval Supply Depot.

Although "Curveball" Roodhouse lost half of the index finger on his pitching hand early in the season, nevertheless, he kept working out, and after patiently waiting for his stuff to come back to him, won his first start and went on to finish the season with a 3-2 record.



THE "PUSZKIEWICZ" TEAM
Standing: Deck, Schwabik, Hoglund, Randall, Puszkiewicz. Kneeling: O'Dell, Swearingen, Sheeler.



"Sandy" Santhouse.



"Joltin Joe" Rompalo.



Iron Horse Zangrilli again.

Husky Rod Rodominick took his turn on the mound early in the season for a 2-1 record and later played an all-important role as a pinch hitter.

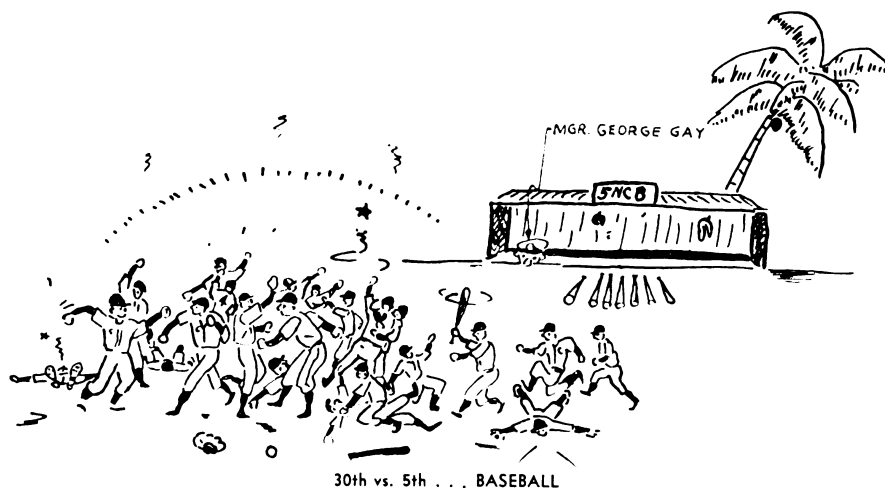
Those men who played their third season of ball with the Fifth were: John Zangrilli, the iron-horse behind the plate; Rogers Charles, outfielder from New York; Harold Akins, five-by-five second baseman; Tobacco-chewing Willie Watkins; and fancy George Fricke from Oakland, Calif. Newcomers to the club in its third season were Lt. "Doc" Gessay, "Herk" Hertenstein, W. W. Nelson, Johnny Santhouse, Dave Logemann, "Colonna" Scozzaro, and "Rembrandt" Litvinskas.

Four of the players were selected to play on the All-Star Seabee team against the undefeated Army Chicks, headed by Ken Sylvestri, ex-Yankee star. The Chicks won, but the hitting of Rompalo and Zangrilli stood out despite the defeat. Charles and White were the other two Battalion representatives.

After a poor season at Pearl Harbor, basketball reached its peak in the Philippines with a sensational star-studded team. The boys played whirl-wind ball in the land of the cocoanut tree and its 20-game winning streak caused many a team to join the defeated ranks. Here too, as in the case of the baseball team, the Borneo job robbed the team of its coach and two of its stars—Mgr. Warren Bass, Jimmy Beauchamp and Pete Peterson. Tobacco-chewing "Wedge" Sheeler, Ohio shot-maker, led the team through its sensational streak and his deadly eye clipped the cords for deuces time and time again. He was always a marked man when he stepped on the court and finished the season as high scorer. Big "Hogy" Hoglund, pivot man from Olympia, Wash., Carl Randall, and "Buzz" Swearingen were the only three hold-overs from the 1943 season. Also included in the roster were "Collie" Deck, "Whitey" O'Dell, Bob Schwabik, Doctor Puskiewicz, the one and only John Cannon, and "Whitey" Ipsen.

Lieutenant Puskiewicz handled the team after Ensign Warren Bass left for Borneo.

While boxing never attained any great popularity in the Battalion, the boys who participated in the sport for three years always put on a fine show. Don Sturdevan boxed at Pearl Harbor during 1943 and piled up an enviable record before returning to the States.



30th vs. 5th . . . BASEBALL



Charles scores winning run against Marines at Pearl



Mike Simsick beats one out



Leo Leininger



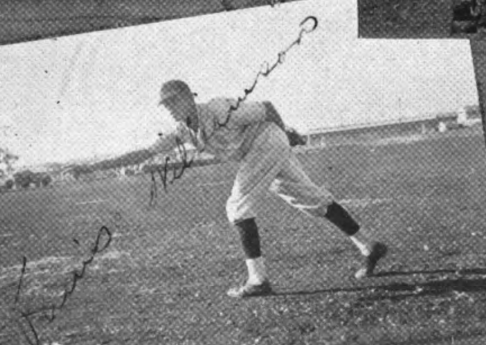
A line drive by Mike Simsick



Relier Pitcher Davidson



Harold Akins lines a double to left field



Vanis Williamson



Roger Charles



"Fancy" George Fricke



John Zangrilli sets sail for second base



Louie Bunn gets ready for a cut



Chester Short



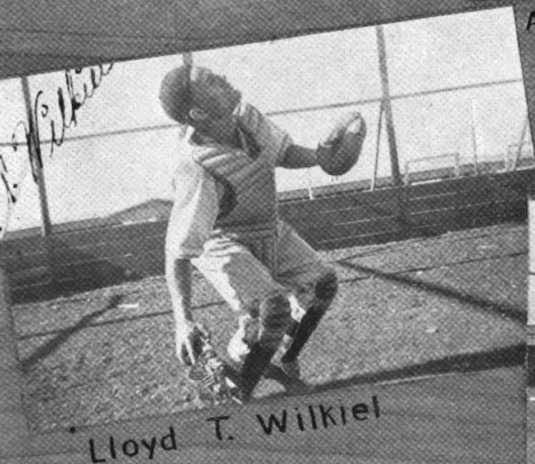
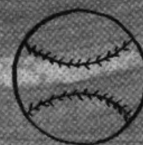
Husky Louie Bunn



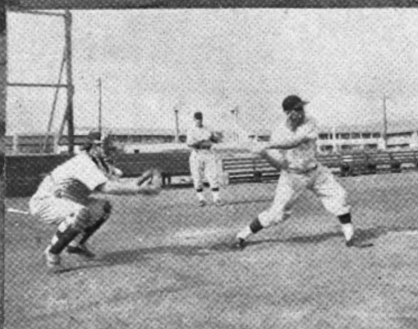
Graceful "Lefty" Griffin on first



Akins takes the throw



Lloyd T. Wilkiel



George Frick lets go at one



Workhorse John Zangrilli



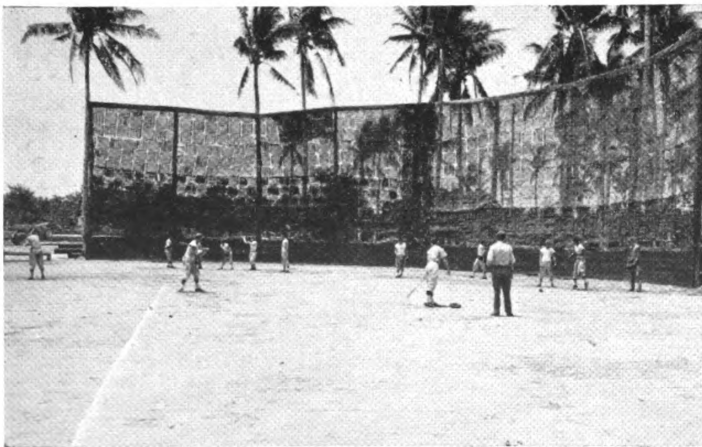
Seated: Akins, Roodhouse, Santhouse, Freitas, Zangrilli. Kneeling: Charles, Fricke, Scozzaro, Gessay, Nelson. Standing: Warchol, Rompalo, Mgr. Gay, White, Hertenstein, Rodominick. Lt. Griffin, Barfield and Shaw are missing from the picture.

When Joe Guest became boxing coach, the boys started training in earnest for the 1944 Pearl Harbor Golden Gloves Tournament. Johnny Santhouse, the lightning-fast New Jersey bantam weight reached the finals but the Battalion's hasty return to the States for leave cheated him out of a crack at the title. Fred Jenkins, colored heavy weight, was undefeated earlier in the tournament, after going undefeated all through 1943.

Lieutenant Monroe has looked after the affairs of fighters for the past few years and in the Philippines,

John Patterson took over the boys under his direction. Boxing smokers provided many a thrill for the men in the Battalion. The fighters trained during the cool evenings and put on their shows at our camp and in other camps throughout the island at the same time to avoid the torrid Calicoan heat. The boys, who boxed in the Philippines, were: Justin Kline, Jack MacIntosh, Lloyd Richards, Bob Rundell, Gene Shurling, Bob Dunham, Jack Willard, and Jim Neiman.

A roaring vote of thanks to all of our athletes who kept us entertained at all times with hard clean sport.



The Bees limber up at the Palm Tree Stadium.

The inimitable "Tony".



Strike three!

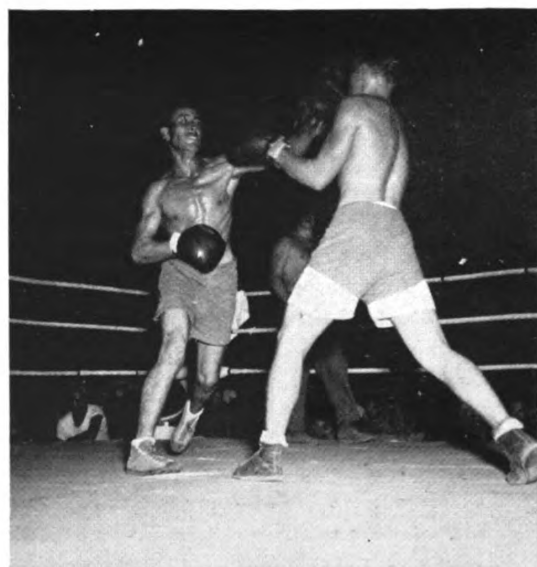
The scene of action at the 5th Battalion camp.



"Doc" Shapiro . . . the Joe Humphries of the Pacific.



Jim Neiman (left) prepares to throw a hard right.



Justin Kline lands a stinging left in his bout with a 5th Special opponent.



"Georgia Boy" Shurling throwing everything at his opponent in their 135-lb. bout.

Yachting



"TAILS-UP" YACHT CLUB

Front: H. T. Cotton, Secretary; I. D. Thomas, Rear Commodore; John Hayes, Vice-Commodore. Rear: C. O. Russell, Commodore; R. P. Tongren, Advisory Officer; W. G. Busam.

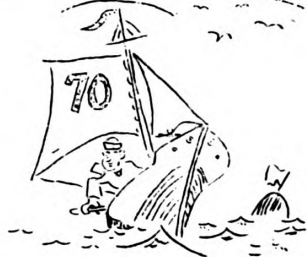
While the Fifth Battalion engages in the usual sports enjoyed by armed service units all over the world, this tour of duty finds something new and different in the formation of the "Tails-Up" Yacht Club by a group of yachting enthusiasts assisted by Lieutenant R. P. Tongren. Undoubtedly having the distinction of being the only organized yacht club in the armed forces, the "Tails-Up" clubs has been a welcome addition to the recreational program of our Battalion.

Trophies have been provided for the winning skipper of each series of ten races, and at this time Commodore Russell has triumphed in the initial series. An average of three races a week have been run off by the race committee of Lt. Tongren, Chief Warrant Officer Bloxam and Commissioner "Luigi" Coletti, and although the week-day contests are limited to after-work hours and high water, we have been fortunate in having only one postponed race due to lack of wind. Unlike most state-side Corinthian yachtsmen, our salty sea farers race, rain or shine. Our boats number 17 at present and while most of them are of one design there are a few exception; notably the three buzz bombs of Rowland, Barton, and Pearson.

From all angles the yacht club has been a successful venture, and when the skippers are back in civilian life once more they'll have many a story to tell of the races in Sleepy Lagoon. As in most yacht clubs, the best races are those sailed in the clubhouse after the actual contest, and although we did not possess the fine bar and lounge that would have enhanced our enjoyment, the skippers managed to get their alibis off their chests on the lanai in front of Chief Thomas' tent. There were many closely contested races, and many times feelings ran high, but no halyards were cut, although there were many who tried sailing in the horizontal position of their own volition. The Thomas-Russell feud was the best, and "Never-Win-A-Race" Posio was always good for a laugh. Frenchy Berlureau finally gave up on his "boys," but he was good for one round of drinks at the officers' club after that Sunday island race.

There is no doubt that the "Tails-Up" Yacht Club has found its niche in the sports annals of the Fifth Battalion. Plenty of thrills and spills for all, and who will ever forget that "PAD-4 channell"—Rollins, never. And finally, a round of thanks to "Pappy" Busam, one of our leading skippers and boat builders, whose talent and work provided the excellent trophies for the winners—gratis.

The Sea-Weed



25 July 1945

CONCERNS ON THE "TAILS-UP REGATTA"

"We have seen many things in Sleepy Lagoon, but the movements of our Sardine Fleet in the last few days has been heart-stirring and exhilarating. "Terrific", says the Padre, "Swell", says the Exec, "Hoo-m-m-m", says the Skipper. It is indeed in cooperative spirit that I offer the following comments.

"F.O." Russell, our Commodore (self-appointed) has, without further argument won the last two trials. But has he done so legitimately? --- honestly? --- let us see. To begin with, I have learned from very reliable sources that the contrivance he calls a pilot wheel is an egg beater affair which runs a well-concealed screw. When in a tight spot, Mr. Russell starts his egg beater and connives to rob his opponent of whatever little wind there is. He is our only wind thief, and something should be done about it in spite of his political influence -- (Madame Smith and the members of "the House").

"Wrong-way" Rollins should be told that the only power his boat can have must come from the pressure of wind against his sails. Just when he is about to take his rightful place among the contestants, he suddenly obeys an impulse to sail up side down, or succumbs to that irresistible urge to see what is down at PAD 4--- again. Why? --- No one knows. He also possesses a morbid obsession to run into islands and to run down innocent buoys and fish weirs. He has the unique distorted opinion that his sails need the added wind of his profanity. You can find Rollins at the end of each race on his way back from PAD 4, pulling his craft behind him, which is described in Bluejacket's Manual as "Lubberly". It is also rumored that he is becoming slightly "boon-happy".

"Propy" Busan, the Ancient Mariner, takes time out from his monkey ranch and lumber business to do a little, repeat, a little sailing. Results? --- A partner, a not too faithful partner by the name of "S.S." Ablon. Between the two tycoons they can think of many ways to beat the currents, but alas "The Mills of the Gods grind slow". Mr. Ablon, true to his business ethics, considers jumping ship; little aware of the law "To jump ship is punishable by death, the United States then being in a state of war". The finish of the maiden-run of the "Sea-Horse" was a heart-rending affair, as she was poked to the strains of the "Volga Boatman" lustily voiced by the well-wishing onlookers.

-1-

The first and only edition of
the Sea-Weed.

I. D. Thomas Passes Finish Line Calicoan Yacht Club

"Remote Control" Markstrom merits the well-earned admiration of the fleet on his newest invention -- the invisible ship. Without a doubt Mr. Markstrom is having a lot of fun sailing his mystical ship "The Flying Cloud", but no one shares this enjoyment. Moreover, his infernal machine may be a menace to navigation. If you can't bring her back, Marky, see the Derelict Brothers, Jetson and Plotson.

"Honest Gybing John" Hayes took time out to coach the slithe "Buzz Bomb" and almost got beat by it for his efforts. By spitting twice to lighten ballast, he managed to eke out a close decision over the refuge from the can factory. It is said that if John doesn't start eating his own food he will either have to take on ballast or give a hardiepp meal to the weight of the countless cases of corned beef he has stuffed down the gullets of his unsuspecting rivals. He is a crafty sailor and the only reason he can't beat Russell is that he confines his egg-beating to the galle; (or can you beat a powdered egg?).

It is rumored that these nautical engineers, Thomas and Jin Nickerson will enter their transit in the next race, for they did a much better job of laying out the course than racing it! Although owning what is reputed to be the fastest craft in local waters, they are chronic third-placers. Many think that the added weight of their innumerable alibis retards their progress. Thomas took an I.C.S. Course on sailing, and is now anxiously awaiting his diploma. (Commencement exercises will be held at the Post Office). Thomas is the pilot (and he can sure pilot it) of the two man craft, and Nickerson the navigator. Nick learned navigation the hard way---on his way home from beer stubes and cocktail lounges.

Mr. Cotton, who hails from the bayou country, where the LaPitte Brothers once held sway, is an ardent sailor, if not a good one. He cannot stop to build a new boat during a race and expect to win. He should try to finish a race in the boat he starts out with. Will some one take the carpenter tools away from him before Henry Kaiser comes to investigate a new competitor?

"Apprentice" Flor is the newest addition to the salty clan. Flor believes in the "last - but not least" school of thought. He is being considered for the title of Rear Admiral, with Rollins the "Most Rear", but that would be more than there are horses. John, you will have to be a little more aggressive if you want to compete with this cut-throat crew.

We are grateful to Lt. (jg) Tongron, our amphibian expert, for keeping time and keeping our boys in line. He is doing a bang-up job, and we are thankful that he has not decided to supervise the racing from a yacht, due to his scuttling tendencies. (This is not a plug for Mr. Tongron for it is said that he carries a spare these days).

"Madame" Smith should learn not to point the starting gun at the "Sea Stud", no matter how vindictive he may be. He should devote more time to racing and less to the "House".

As to Mr. Baker and the "Abortion", cast off by "Cat-Fish" Rollins, the less said the better. He should know that anything a Commissary Steward throws away just can't be any good.

In parting, it is hoped that the constructive criticism outlined herein will be received in the same light that it is presented. A final word to captains --- the Buzz Bomb will get you if you don't watch out!!!

At anchor in Sleepy Lagoon.



Coming up to the Starting Line.

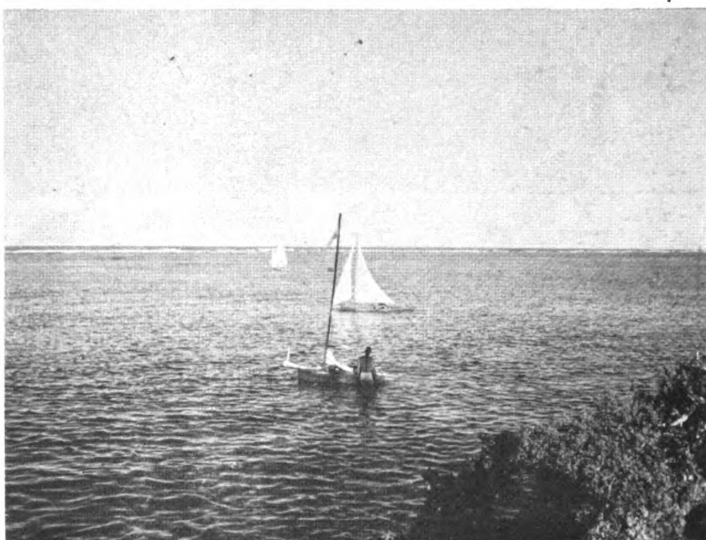
They're off!





Approaching the First Buoy.

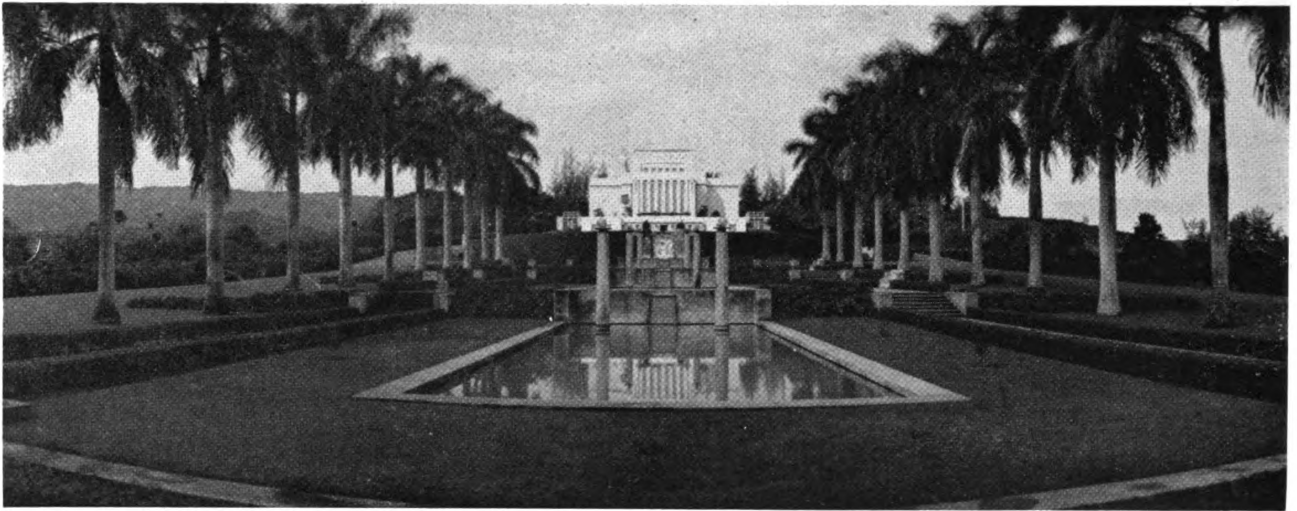
The Winner.



THE SKIPPERS

Front: D. Ablon, J. Walburn, H. Cotton, C. Russell, I. Thomas, Lt. Tongren, E. Posio, "Catfish" Rollins, J. Hayes, "Pop" Swartz. Rear: J. Flor, S. Zeid, W. Sallee, J. Nickerson, P. Dobranski, H. Baker, "Pappy" Busam.

A SEABEE SEES - - the HAWAIIAN ISLANDS



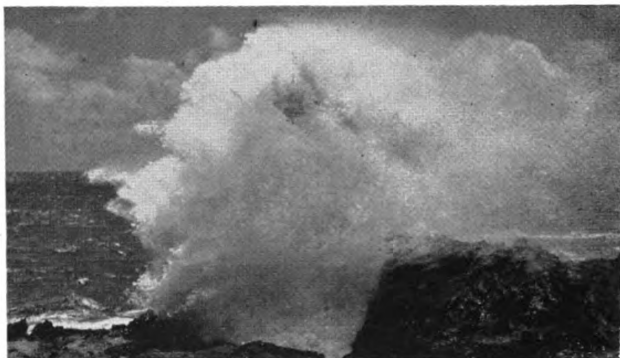
Two views of the Mormon Temple near Laie, Oahu, T. H.



With the help of duty assignments and a six-day leave, the writer was fortunate enough to have visited most of the large islands, so the information and impressions contained herein are first hand.



Surf—Oahu, T. H.



The Blow Hole—Oahu, T. H.

Long after one has forgotten the 12 long, weary months of toil and sweat, of the endless anticipation of state-side leave, of Five Island Gin and imitation whiskey, a million people on liberty at once in Honolulu, and that damned little engine which used to pull every car the railroad owned, always it seemed at 0300 in the morning, there will inevitably be a memory of the beauty and splendor that is Hawaii, even though tainted a bit by the circumstances of wartime.

Of the 21 months on the first overseas tour of duty, 12 were spent on the island of Oahu, and this, therefore, would be the island of main interest to men of the Fifth Battalion.

To men of the Navy, Pearl Harbor and Honolulu are never mentioned separately . . . it is always duty at Pearl and liberty in Honolulu. Before the war, Honolulu was a progressive city of 150,000 people . . . and one of the first to install the dial telephone system, a modern and adequate transportation facility, and to utilize gas for heating and industrial progress. Foremost among the places of interest in and around Honolulu are Diamond Head, the Aloha Tower, the Royal Hawaiian Hotel, Waikiki Beach, the University of Hawaii, pineapple canneries, the Pali, and the many nearby sugar plantations.

As one approaches the island from the seaward, Diamond Head stretches skyward and shouts a welcome that can be seen for miles . . . but to a service man, particularly during wartime, there is no sight so heavenly as that same Diamond Head, slowly disappearing over the western horizon. Aloha Tower marks the harbor, where, in peacetime, tourists are greeted with Hawaiian music, hula dances, and flowers in the form of leis. The leis are presented as a gesture of welcome and friendship. It is customary to buy one's dinner date a lei, and in addition, they are worn on all festive occasions. The Fifth, of course, docked adjacent to the Tower, but without all those peace-time ceremonies and departed in much the same manner.



Climbing for cocoanuts, Oahu, T. H.



Outrigger Canoe and surf riders.
Waikiki Beach—Diamond Head in background.



Outrigger Canoe.

Royal Hawaiian Hotel.



The Moana Hotel.

The Royal Hawaiian Hotel is a famous landmark and is definitely an edifice of beauty literally smothered with stately palms. The building itself reeks of good times . . . soft music . . . tall cool drinks . . . pretty girls in long dresses . . . waiters dashing about with trays of tasty hors d'oeuvres . . . and people dancing. (One's imagination comes in handy in wartime!) Soon after "Pearl Harbor," the Navy took over the hotel and converted it to a rest center for weary submarine crews on shore leave . . . a "rest," incidentally, which would have cost the mates half a month's pay per day during peacetime.

Prior to the war, there were few among us whose

curiosity had not hankered for the satisfaction of a peek at Waikiki Beach. It had always been a favorite spot for those who could afford a vacation in this land of hula and many rainbows. That portion of the beach known as Waikiki, is located adjacent to the Royal Hawaiian and Moana Hotels. A great number of us had at least one swim there just to get a look at the place which had previously existed only in one of "Der Bingle's" songs.

Located in and near Honolulu are many parks, gardens, golf courses, and recreation facilities. The fishing is excellent and surf sports of all kinds were enjoyed



The Nuuanu Pali.



Diamond Head.



Koko Head.

both by the natives and the service men. Numerous high class service baseball teams, the local professional football league, boxing smokers at the Royal Hawaiian, concerts by the Honolulu Symphony Orchestra, numerous lectures at the University of Hawaii, and dances sponsored by the local USO, were enough to satisfy everyone's appetite for pleasure.

Practically everyone saw a real hula dance (quite different from the state-side night club version) at one time or another, and there are few among us who did not attend a luau. The sight of the pig wrapped in leaves and roasted until it almost fell apart was a gourmet's dream. However, only the more courageous Bees attempted to eat poi . . . a paste-like substance made from the root of the taro plant. As it became more familiar, the word "luau" was twisted around by the Seabees to mean any self-prepared snack eaten along with some of that famous Acme beer.

Travelling from the leeward to the windward side of Oahu, one passes through the Nuuanu Pali. The highest point on the Pali, or pass, is the top of a sheer cliff . . . a straight wall of jagged rock some 500 feet high. The updraft is terrific and many times, the velocity of the wind is so great that one cannot walk against it. In going through the pass, all windows in an automobile must be closed.

Nearby is the Upside Down Falls. On certain days, the updraft is so great, the spray is blown far up the side of the cliff and gives one the impression that the water is returning to the point from whence it came.

Second only in size and beauty to the temple at our own Salt Lake City is the Mormon Temple located near Laie. The structure is a fitting tribute to these hardy religious people of the Islands. A large portion of the money was donated by Doris Duke Cromwell who has a deep interest in the island and who owns one of the finest mansions to be found thereon.

In addition to Oahu, there are four other large islands . . . Hawaii, the big island; Maui, the valley island; Molokai, the friendly island; and Kauai, the garden island.

On a plane trip to Hilo, Hawaii, after passing over Mount Kukui, which rises to a height of 5,788 feet, one would stop first at Maalea, Maui, where is located the world's largest dormant volcano, Haleakala (10,025 feet) and the city of Lahaina, established as the capitol of Hawaii by King Kamehameha I.

We found Hilo to be a far different city than war-weary Honolulu. Except for the blackout and the curfew, there were few traces of world conflict. We saw many modern business establishments, a fine theatre, a beautiful hotel, the Hilo, many attractive residences, and miles of paved and lighted streets. The people were most friendly and courteous. The small open buses called "Sampans" were of great interest to us and we used this mode of transportation to see the schools, churches,

That "little grass shack" in Honolulu.



Sunset on Waikiki Beach.

Interior . . . Waikiki Theatre . . . Honolulu.



Yacht races at Pearl Harbor.

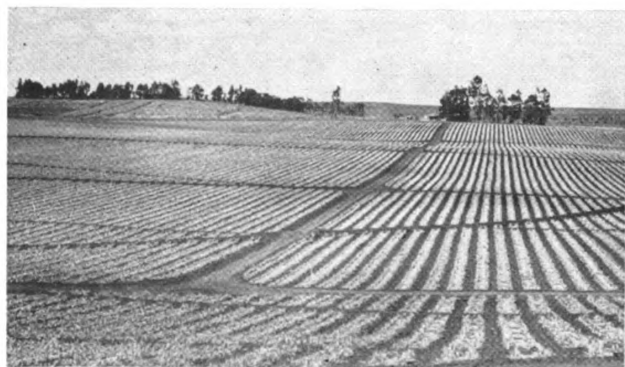
Black sands of Kalapaua . . . Hawaii, T. H.



Halemaumau, Hawaii National Park
Hilo, Hawaii, T. H.

the hospital and the many beautiful homes and lawns teeming with flowers of all kinds and colors.

After a night's rest, we started a tour of the island via the "thumb" method. Leaving Hilo, and travelling toward Mauna Kea, one passes through a tropical jungle which runs out as one reaches the slope of the mountain. The mountain itself reaches skyward a distance of 13,784 feet. Here are located the fire pits, 800 feet in depth and steam and vapor rise from them continually. This particular area is part of the National Park System of



Pineapple field . . . Maui, T. H.



The Sentinels . . . Oahu, T. H.

Hawaii. Crossing the mountain, one finds himself on the "dry" side, which is literally a desert of sand.

Travelling further on an up-to-date, two-lane highway, our next stop was the Kaua Inn. Here is found the best fishing in the islands, coffee plantations, the birthplace of the early Hawaiian rulers, and a monument to Captain Cook, who was killed near here by the natives.

To the north is the cattle country and its leading "spokesman"—the Parker Ranch, one of the world's largest. Here is bred and raised some of the world's



Sunrise . . . Haleakala, Maui,



Haleakala Crater . . . Maui, T. H.



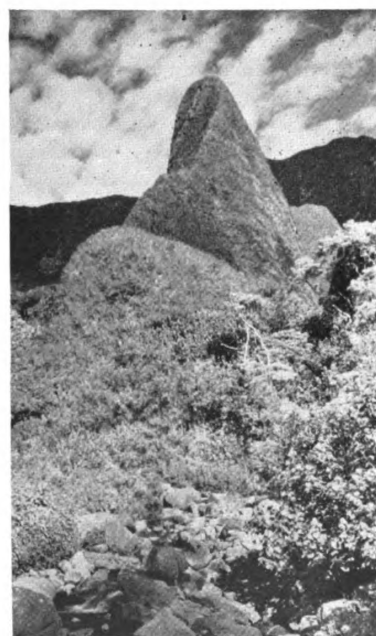
Main Street, Hilo, Hawaii.



Hilo Hettie.



Silversword . . . Haleakala, Maui.



Iao Valley . . . Maui.

finest Hereford cattle. This, incidentally, was a nostalgic sight to one of my fellow travelers who had been born and bred in Texas cattle country.

From the northern-most tip of the island back to our starting point, by way of the east coast, we found a myriad of water falls and luxuriant growth of tropical foliage.

From a distance (French Frigate contingent please note!) we saw snow-capped Moana Loa . . . a mountain climber's paradise. Inasmuch as there were no such hardy souls among us, we just stared at "snow in the tropics." Such a paradox had us a bit befuddled—so we headed for the Times Bar to see how many Tom Collins we could drink before closing time.

Our last one-day excursion on Hawaii was a trip on the islands' only railroad . . . a narrow gauge railroad at that, which included on its route, numerous canyons, many of which reached to 1,000 feet below the elevation of the fragile trestles. In addition to the ever-present scenery, we were treated to another item of interest by observing one of the unique functions of the tiny railroad . . . that of "rural freight carrier." It is much similar to the job done by our rural mail carriers only this is done on a grand scale. In this instance, the conductor delivered each parcel in person to the natives who meet the train at each stop. On the trip we took, pigs, flowers, groceries, mail, and fish were numbered among the parcels.



A Hilo residence.



Road to Black Sands Beach,
Hawaii.



A "Sampan" in downtown Hilo.



Dave Ablon boards the Hilo train.

At this point, our leave had expired and another short plane ride set us down in Honolulu with a hangover, many memories, and an empty wallet.

Our visit to Kauai, the garden island, so-called because of an abundant growth of flaming foliage, was the result of a Company B duty assignment in July of 1943. Under Lt. Monroe (then a "jg"), our start was an inauspicious one as we were almost loaded on the wrong ship, and to add misery to confusion, the embarkation was postponed 24 hours. Inasmuch as we should have made the original trip in a day, we were thereby com-

pelled to sleep topside in the rain, and without the "luxury" of a mattress. However, all was forgiven immediately after we had arrived at Kauai. The job was interesting, and at all times, there was plenty of beer, numerous parties, tours, and fishing trips, and all kinds of sports.

One cannot easily forget the multi-colored foliage or the rice paddies, the "barking" sands, the wet and dry caves, and Waimea Canyon, the lighthouse—the largest of its kind in the world, and the numerous vegetable gardens.



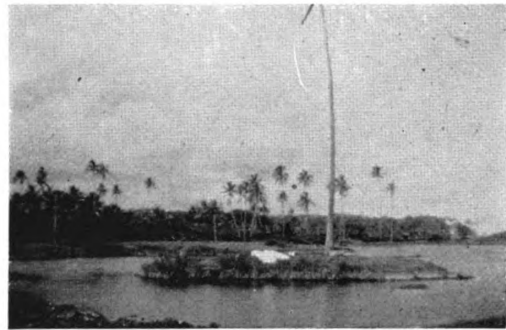
The Hilo railroad station.



A Hilo store.



Rainbow Falls . . . Hilo.



Black Sands . . . Hawaii.

Wild goat and boar hunting was enjoyed by a lucky few and for the sightseers, there was always a truck available for a ride around the island.

Waimea Canyon is the "Grand Canyon" of the Pacific. From the lookout post, one can look straight down to the winding Waimea River, 2,857 feet below. The walls of the Canyon are a myriad of colors and here the setting sun plays havoc with one's imagination. The names of persons from almost everywhere in the Western Hemisphere can be found carved in the benches and railing atop the Canyon.

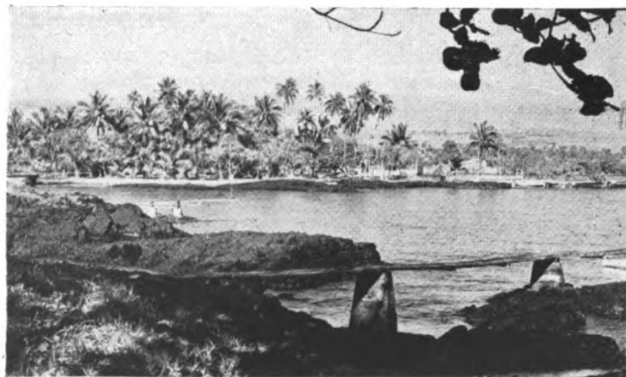
Points of interest on the trip around the island were the many pineapple fields, the natural slide at the Ancient Bathing Pool, and the "barking" sands.

We were all actually sorry to see this job completed as we immensely liked both the work and the play. The end of the job meant the end of a good time and our return to over-crowded Honolulu.

It is, indeed, unfortunate that our only conception of Hawaii had to be one of crowded streets, blackouts, priorities, curfews, defense work, bomb shelters and marching men, although when it came time to leave, most of us had been able to piece together, in our minds at least, the "picture-puzzle" which war has made peacetime Hawaii . . . and so, when we cast our leis into the sea in the spring of '43 and bid aloha to the islands, it was done with a touch of reluctance.



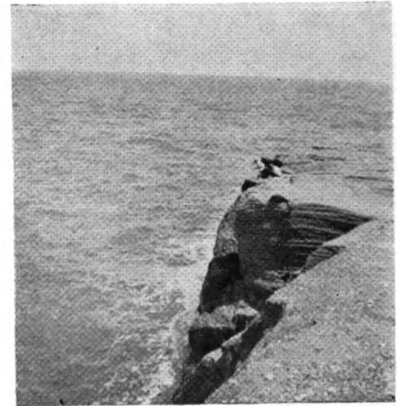
Lava tube . . . Hawaii National Park.



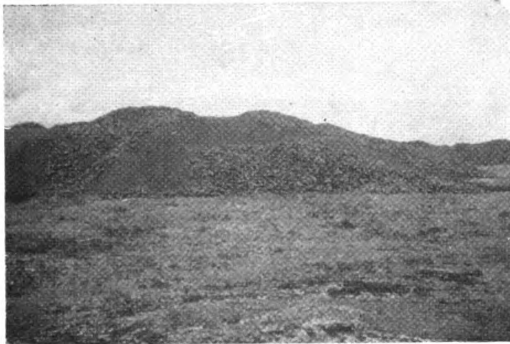
Cocoanut Island . . . Hilo, Hawaii.
Snowcapped Mauna Kea in background.



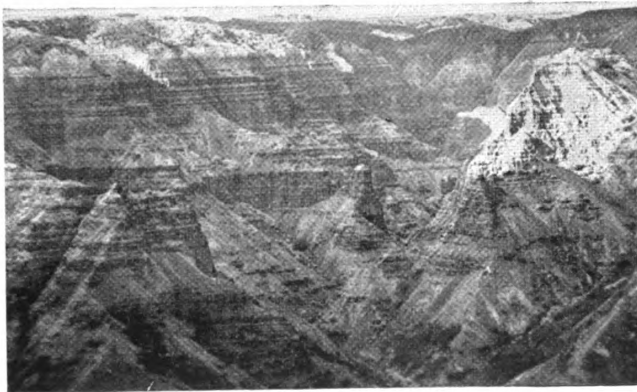
Monroe's Raiders at Kauai.



Native fishermen at work
Lanai Island.



Black Sands Beach . . . Hawaii.



Waimea Canyon . . . Kauai.



Spouting Horn . . . Kauai.



Hanalei Valley . . . Kauai.





THE HAWAIIAN LUAU



Opening the Pit.

The majority of us arrived in Hawaii with no conception of the customs or language of the Islands, but many of us on our return home will be able to tell at least one story of a luau, or native feast. Luaus, according to old customs, are held for birthdays, deaths, holidays, or for any particular celebration, and are generally prepared for approximately 75 persons. In late years, luaus are given for visiting friends, relatives or officials who come

to the Islands and they have taken the form of a combined native welcome and entertainment.

According to custom the luau lasts three days and the feasting and drinking are punctuated with dancing, oratory, and music. Invitations were rarely sent and passers-by had only to sit down and join in the merry-making. Modern luaus, under the pressure of war, are generally prepared and celebrated in one day and the headaches, if any, may last an additional day.



Shaving and
Washing.





Hot stones placed in leg slits.



Stones are also placed in stomach.



The start of the wrapping process.



Ready for the pit.



Wire netting is fastened.



Laid in the pit.

Great preparation goes into the making of a luau. Quantities of ti leaves must be obtained, a pit dug, and a number of stones, smooth and porous, must be gathered. Custom says that the stones should be gathered at the beach in the moonlight. Several assortments of fish, fruits, nuts and vegetables form the secondary course, and the pig of 200 lbs., the main dish.

The stones are heated in an open fire and when good and hot, they are used to line the whole pit, and over the stones are laid several layers of ti leaves. The ti leave, pronounced "tea," are peculiar to the Hawaiian Islands and retain their heavy, waxy appearance for long periods of time, even when exposed to heat.

The pig (never pork at a Hawaiian luau) is cleaned and prepared, and additional heated stones are inserted in slits under each leg and in the stomach. The whole is wrapped in heavy layers of ti leaves, securely bound in

wire mesh and is laid in the pit. Sweet potatoes, fish, cakes, bananas and laulau, a combination of ground pork, salmon and butterfish, are all wrapped in ti leaves and placed in the pit. After everything that is to be cooked is in the pit, banana stalks and ti leaves are placed on top, burlap bags and a canvas are spread over the pit and earth is piled in a large mound over everything that has been buried. Cooking time is approximately three hours and the results amazing. The guests arrive an hour early and start the session by drinking, renewing old acquaintances, and whetting their appetites. Liquors range from the state-side bourbon and gin to the native liquor called "okolehao," which is said to be the nearest Hawaiian pronunciation of alcohol. Okolehao, or "Oke," for short, is brewed from the roots of the ti plant supposedly by a recipe furnished by convicts who arrived from Botany Bay about 1800. "Oke" is colorless and they say, extremely powerful.

Ti leaves come next.





Burlap bags are added.

When the cooking time has elapsed, the pit is opened and the pig is brought out and unwrapped; the wire mesh holding the flesh together is unbound and the meat is put into large tubs. Everything is set on the table, the guests are seated and nothing else is brought until one or more dishes have been exhausted.

No furniture is used. Layers of leaves and ferns form the table, ti leaves cut to size serve as plates, and Mother Nature furnishes a place for squatting. Fingers are the only table instruments used and there is a code just as exacting as Emily Post's. The seated guest finds himself confronted with a startling array of 15 to 20 different dishes divided into two classes, cooked and uncooked. The cooked dishes are pig, potatoes, lau lau, kulolo the

native bread, cakes, bananas, and four or five different types of fish. Uncooked dishes are lomi, an iced salmon dish, raw and dried octopus, several types of seaweed, raw and dried salmon, pineapple, cocoanuts, puddings, and the ever-present Hawaiian staple, poi. Poi, a sour, paste-like substance is made from the roots of the taro plant, is scooped up with one, two, or three fingers and is handled with the same dexterity as the spaghetti eater with fork and spoon.

Baby luaus, held one year after a child's birth, are celebrated in honor of the child's survival and expected entrance to a full life. Guests present are expected to make a cash donation and many a child is given a good start in life with a purse of from two to five hundred dollars.

A canvas covers all.





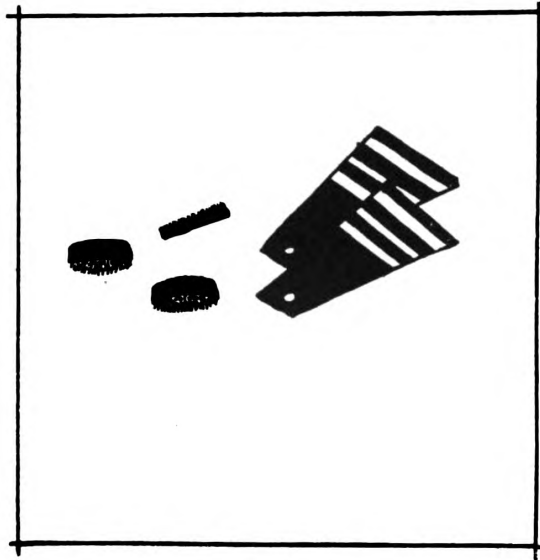
Wire netting is opened.



The meat gathered.



Placed in the tub.



TO HOWARD P. POTTER WITH ONE SET OF MILITARY BRUSHES

Equipment pools to furnish tools
Which Seabees should be packing
May be so small that you may call
Them absolutely lacking.

But such a lack of Potter's pack
Is easily corrected,
From boots to beer, the missing gear
Is rapidly collected.

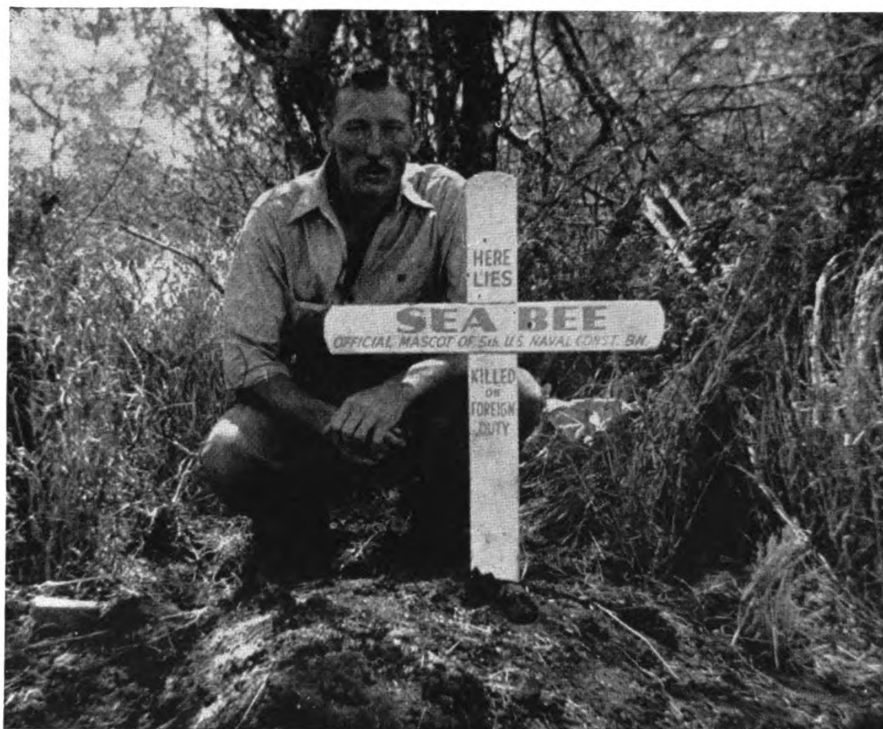
The gang deploys, and Howard's boys
Across the Yard go bounding.
And tools and gear and such appear
In quantities astounding.

But though your feat may be complete,
We have a hope that lingers,
That through some slip you lost your grip
And didn't get your fingers.

On implements which sporting gents
Must use with expectation
To cultivate their balding pate
In hope of conservation.

So . . . in your wealth of zip and health
Apply the brushes stronger
That . . . though the crop is thin on top
It may remain there longer.

MASCOTS



Mike Simsick at grave of Seabee I
Camp Catlin.



Sack and Sad Sack at John
Rodgers.



Seabee II with pups, Sack and Sad Sack, at John
Rodgers.



Seabee III at Calicoan.



IN MEMORIAM

NORMAN C. ESTES, LT. COMDR., CEC, USNR

BOYD A. BURDETTE

EARL F. FITCH

SAMUEL HILL

FRANK J. KLINGLER

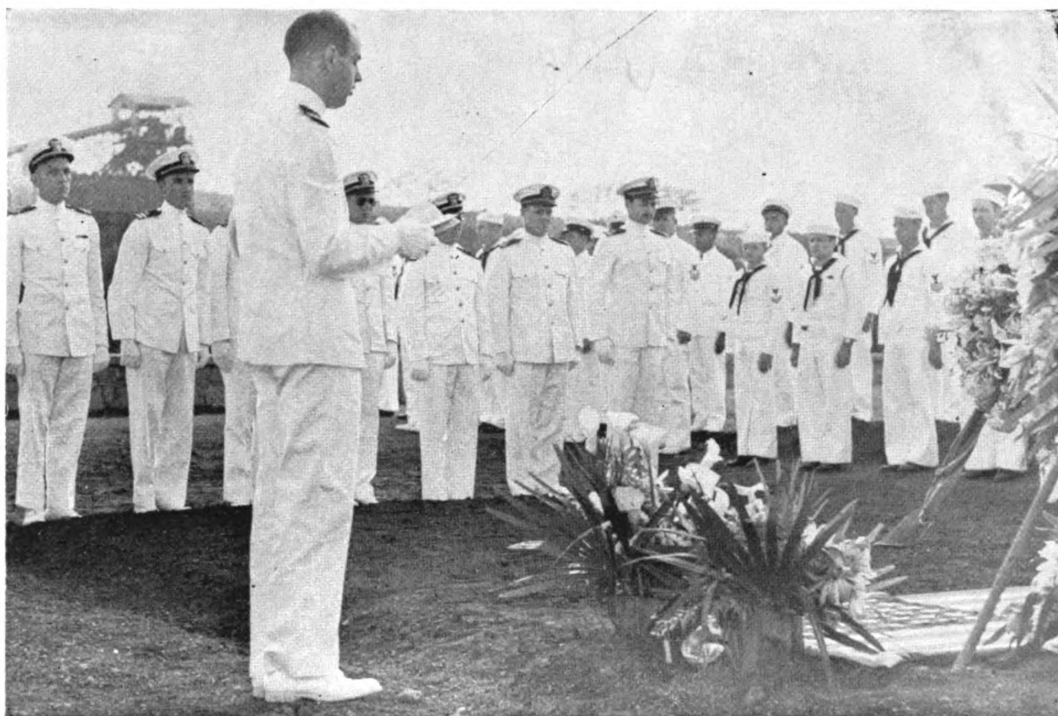
ALBERT R. McGLONE

HOWARD L. ROEDER

SIDNEY ROSENBERG

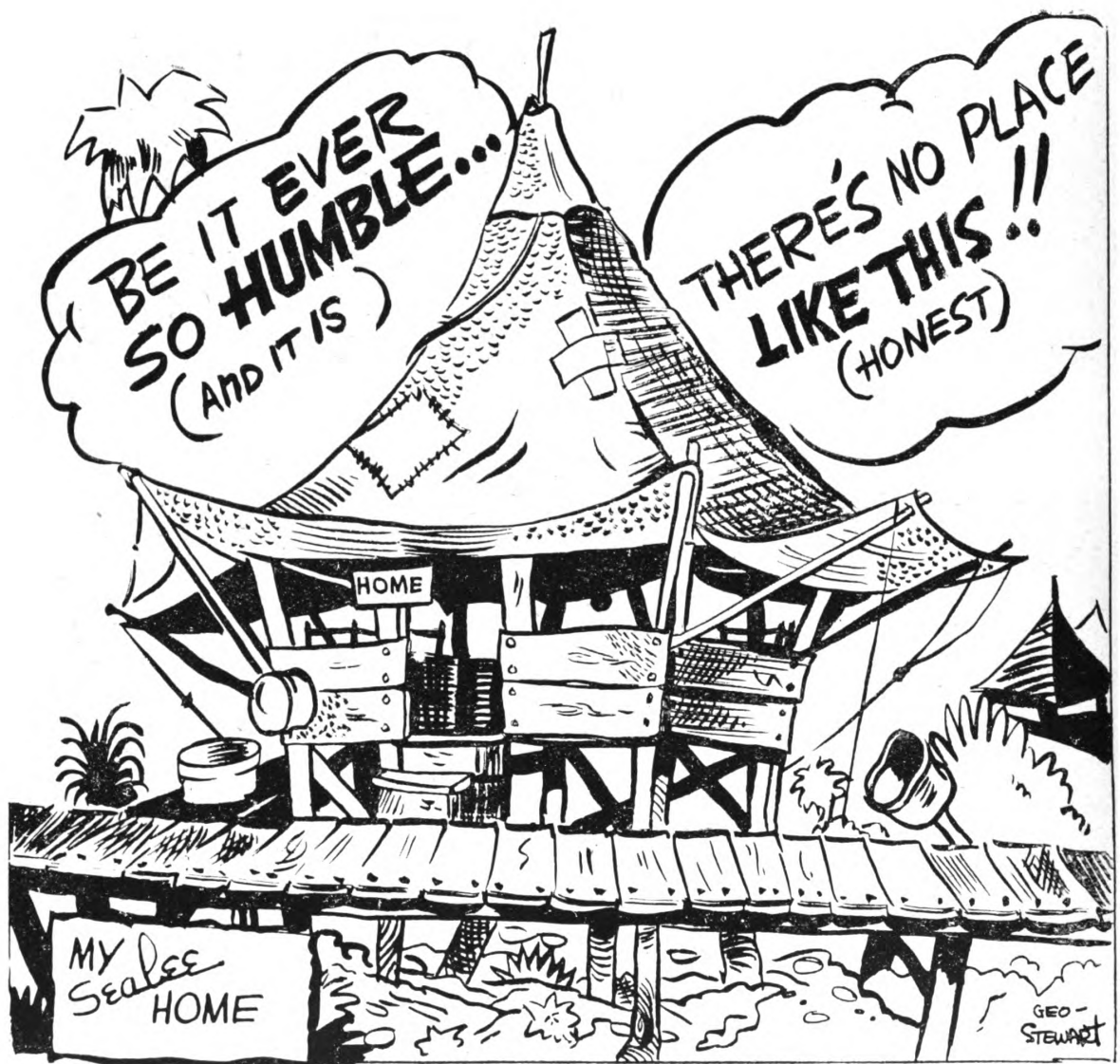
JULIUS B. TIEDCHEN





COMMITMENT SERVICES FOR LT. COMDR. NORMAN C. ESTES AT PEARL HARBOR





how it was done
ON CALICOAN.....



... First night on the beach ...



... at the camp site ...



... A native in "dress whites" ...



... Bulldozers clear the way ...



... The first tents go up ...



... Clearing road to the camp site ...



Making a camp road



Cleaning up



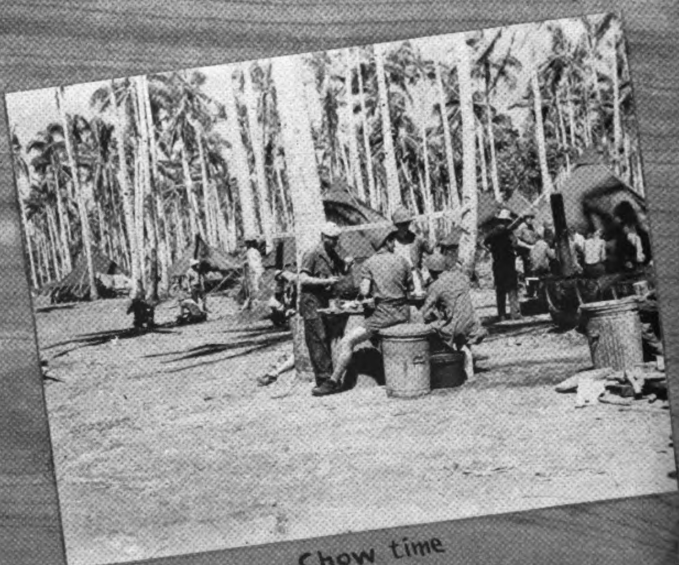
More tents go up



.... While the natives watch



Felling trees



Chow time



Testing well
for volume

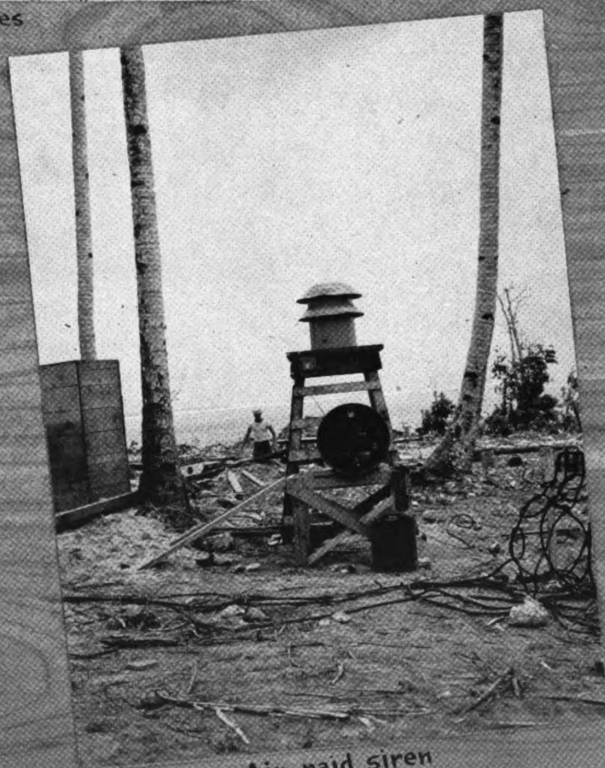


Laying water lines

Quonsets for
important activities



Well diggers at work



Air raid siren



A Pump is added



.... then more water tanks

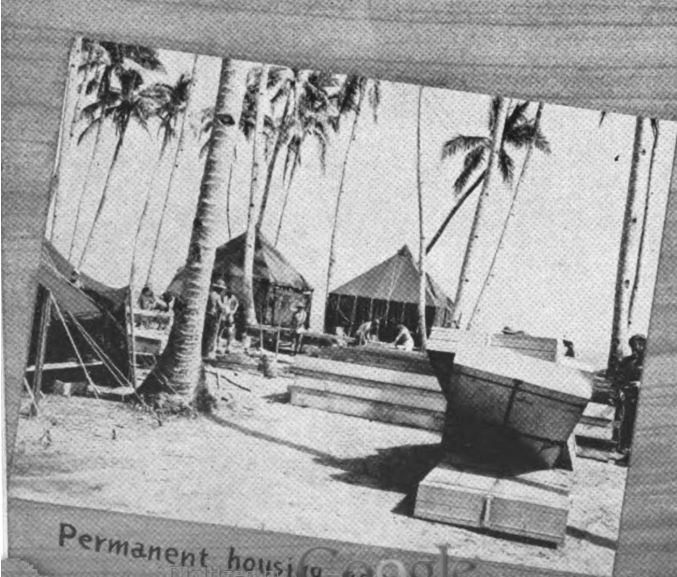


Island Didn't get Money
Civilians are Poor so Loo
Don't like this Camp

Civilians keep out



A string of tents goes up



Permanent housing



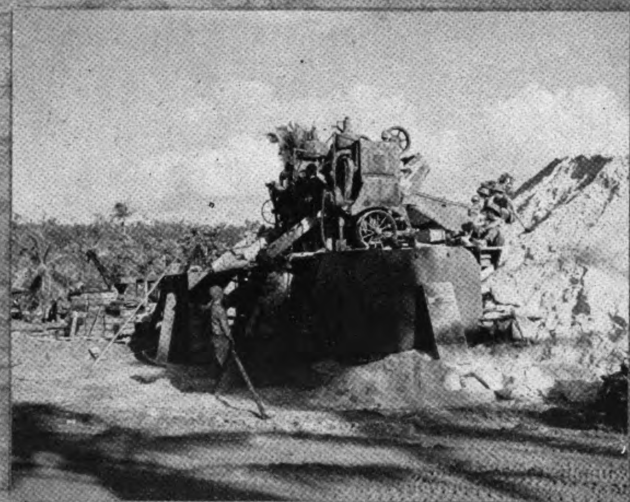
Moving to permanent housing



Frames



.... Ready for canvas



The concrete plant



A 'slab' enroute



A 'slab' in place



Water line to officers country



The galley is framed



"Ad" building

The colors....



.... at full mast

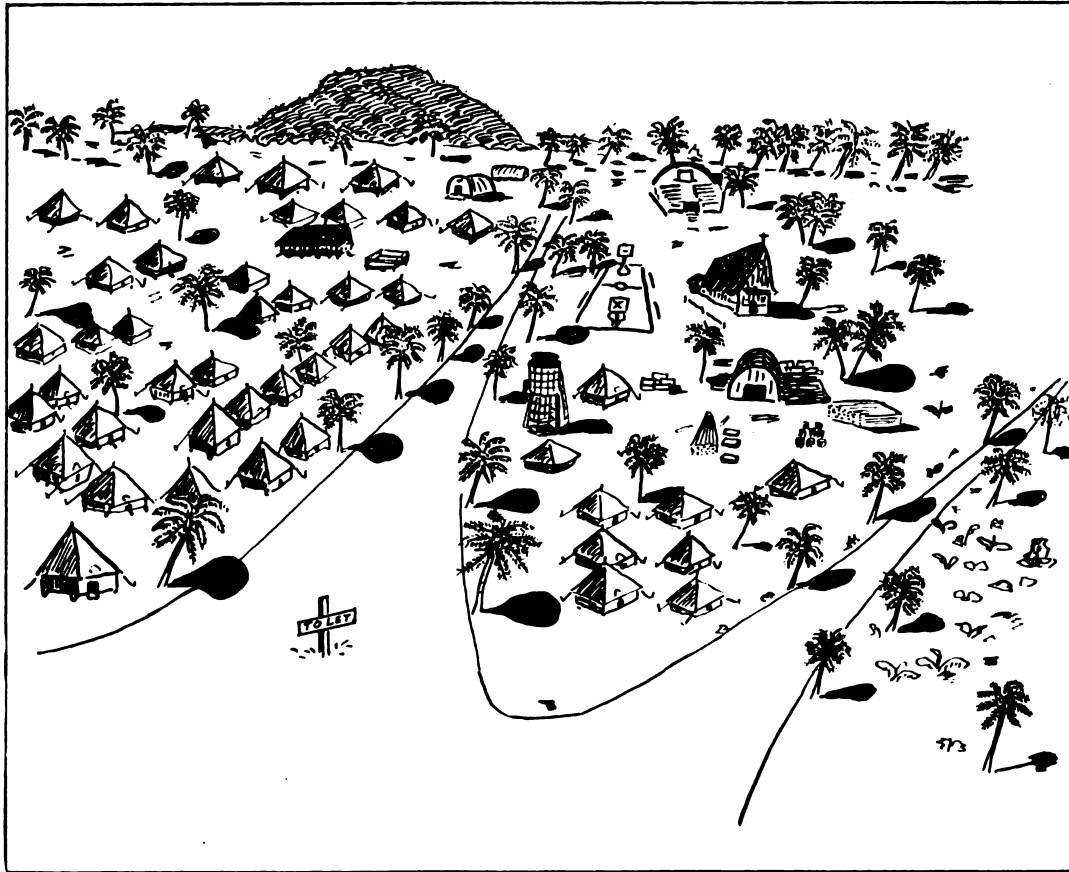


.... overlook a finished camp



All quiet

WE CAN'T TAKE IT WITH US



TO-LET

One beautiful thousand man Camp-site complete with all modern conveniences. Located amid the famous coconut groves and surrounded by the white sand beaches and rolling surf, it is rated highly among such romantic resorts as The Lido, The Riviera and Waikiki Beach. Housing facilities consist of spacious wood framed tents for sleeping, large mess hall and galley with modern equipment, recreation rooms, library, chapel, theater and well located, airy heads to serve the most remote area. Public address system, telephone service, electric power and hospital facilities make this camp as comfortable as your urban home. An excellent natural swimming pool is provided in the large lagoon at your very door, safe for the children and adults at either Neap or Spring tides and makes surf-board and yachting most popular. The jungle, only five minutes walk from camp affords recreation for the most ardent of big game hunters. Reasonable rates and free heating. Bring your own food and running water. For additional information contact the Resident Camp Manager, Ensign, George Gay of the now "44 Point Ravaged" Fifth Naval Construction Battalion.

A SEABEE'S LETTER TO HIS WIFE ON V-J DAY . . .

Print the complete address in plain letters in the panel below, and your return address in the space provided on the right. Use typewriter, dark ink, or dark pencil. Faint or small writing is not suitable for photographing.



(CENSOR'S STAMP)

To: Mrs. JOSEPH SEABEE
323 ATLANTA AVENUE
NEW YORK CITY

See Instruction No. 2

From:

J. SEABEE, CMIC
5TH N. C. B.
90 FLEET POST OFFICE
SAN FRANCISCO, CAL.

(Sender's complete address above)

My dearest wife,

This is the day I started thinking about even as far back as the day you left me at boot camp. Then, I had no idea this war would last this long, but actually, it has ended much sooner than the most optimistic of us would have guessed.

I wish so much that I could have been there to share with you that indescribable feeling of elation which I know you must have felt when you first heard that Hirohito had decided to quit. You should have seen me! I acted just like a caged lion who had suddenly and unexpectedly been set free and I felt like a whole barrel of bubbles which just wouldn't burst but kept getting bigger and bigger all the time.

With Victory, comes the transformation of dreams to realities. All of those things we've talked and written about for over three years have now become alive and real — meeting you at the station — that long ride out to the farm — seeing the kids again, particularly Jimmy, who's more seen his Daddy — picnics in the Park — that new house with the playroom in the cellar — maybe another "little stranger" to keep the other Small Fry's company — parties on Saturday night — Christmas at home — the funny paper on Sunday morning — and vacations at Aunt Martha's in the summertime.

I had never before actually realized how very much all of those little things meant to me until I had to start standing in line for chow and beer and liberty and cigarettes and pay and almost every other necessity of life in the Navy. However, I guess there just wasn't any other way to do it, and now that the war has ended — it wasn't too bad, after all.

The thought of seeing you and the kids again soon, has me walking around up in the clouds, but I'll probably need that altitude on the trip home. The ship is bound to be crowded and the voyage slow. — See you soon!

All my love

Joe

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

REPLY BY
V—MAIL

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

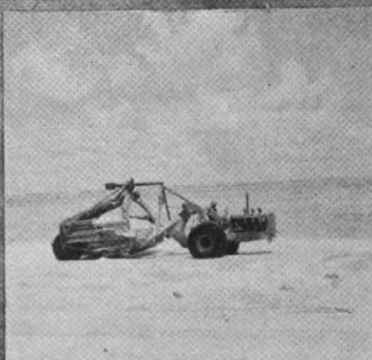
16-42300-1 U. S. GOVERNMENT PRINTING OFFICE: 1944

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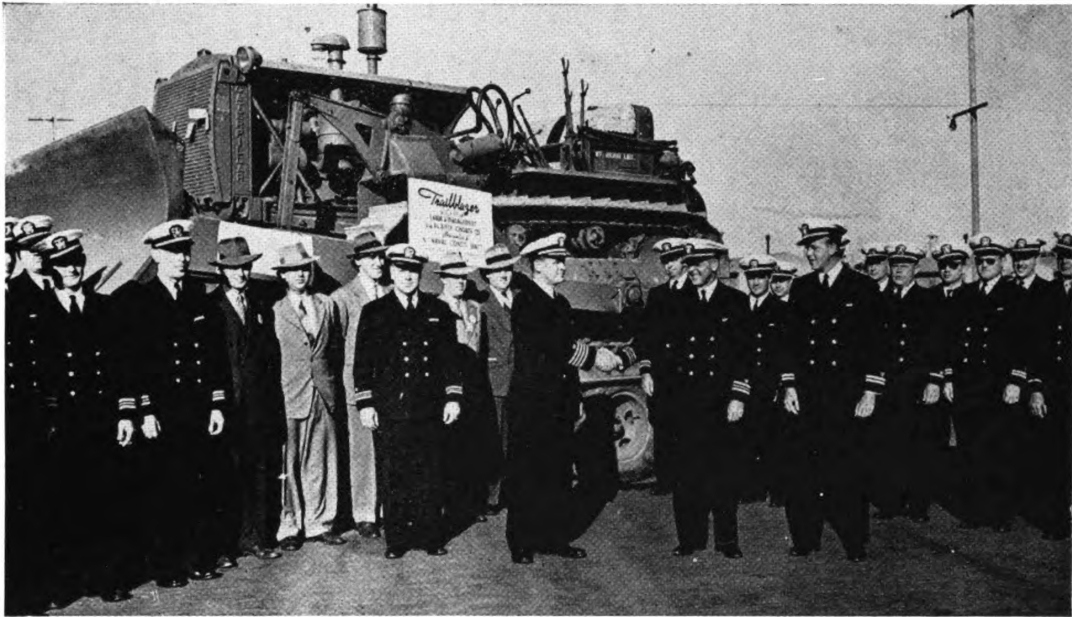
PHILIPPINE



SYMPHONY



THE TRAIL BLAZER



Lt. Comdr. Winham being congratulated by Captain A. D. Alexis, who reads the presentation

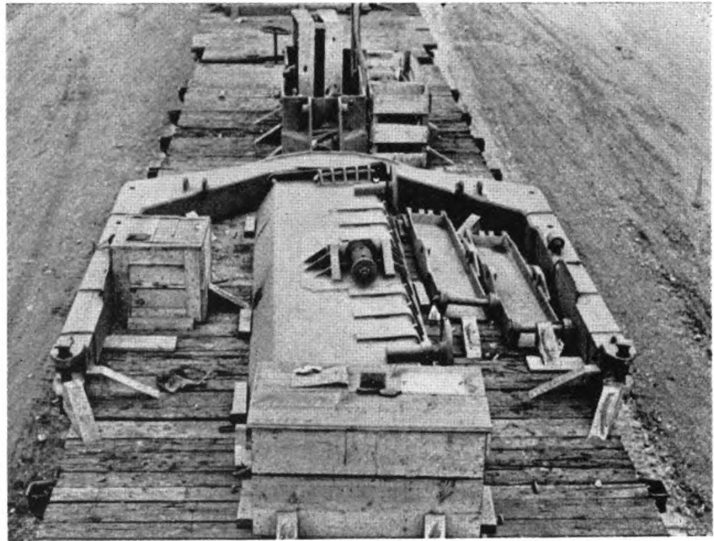
In the summer of 1944, the LaPlante-Choate Manufacturing Company presented to the Bureau of Yards and Docks, one Model R-8 Trail Builder blade for mounting on a D-8 Caterpillar Tractor. It was intended that this "Trail Blazer," as it was afterwards christened, be presented to a Construction Battalion for use on its next overseas assignment. After due deliberation, "the Fifth

Construction Battalion was chosen because of its good record overseas and the outstanding performance of work done in assisting the Contractors, PNAB in the Advance Base Depot Operations. By actual count, this Battalion has outdistanced every other unit that has worked in the Advance Base Depot in amount of work accomplished, man-for-man."



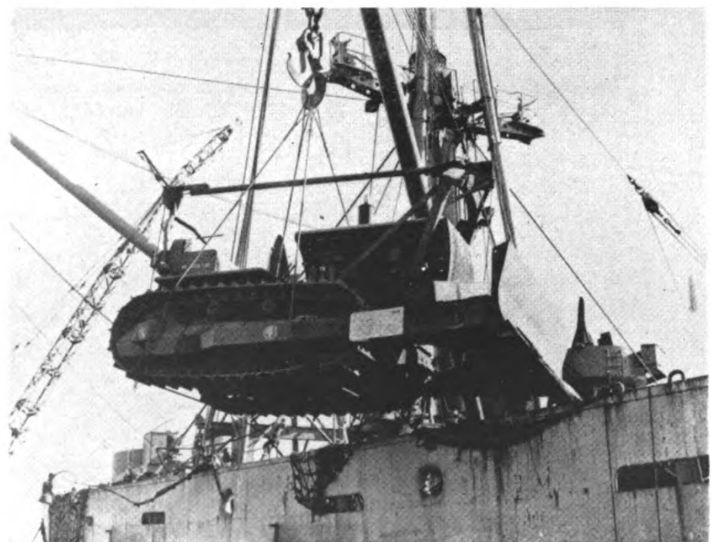
The "Trail Blazer," Kenneth Womble aboard, "de-jungles" a jungle.

The "Trailblazer" arrives.

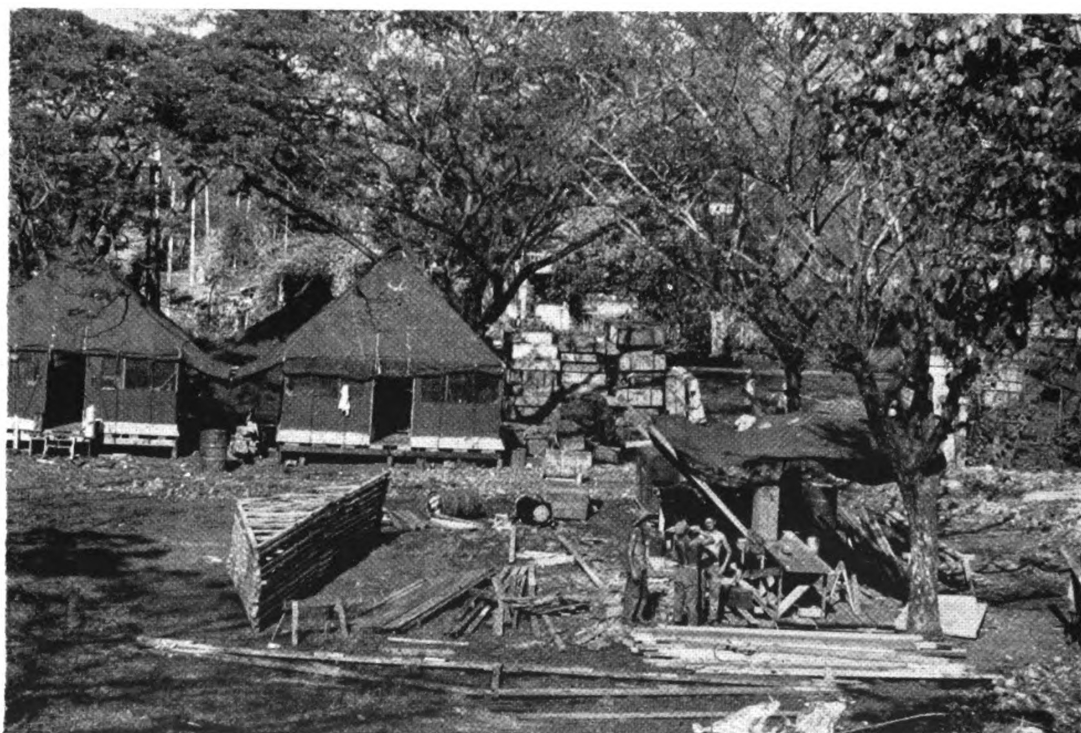


Presentation plates are attached to blade.

Off to foreign duty.



SEABEES ---



--- ON CEBU



Homes . . .



. . . and churches . . .



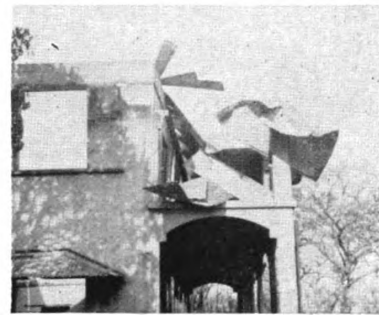
. . . were wrecked . . .



. . . by . . .



. . . pre-invasion . . .



. . . bombings . . .

After but two months' duty on Calicoan in the Philippines, the Victor two detachment, under Lt. F. B. Wagor, embarked for additional duty with NABU 10 in the American reoccupation of the island of Cebu. The move was made aboard LST's and after an uneventful trip, the detachment arrived in the harbor while Cebu City was under terrific bombardment from a destroyer squadron.

Lt. Wagor and his advance party of Seabees went ashore late that same afternoon, and on the following day, after a few sorties in the direction of the heavily defended hills surrounding the city, an ideal spot for a camp was found on a site where had formerly stood the home of the Presbyterian Missionaries.

Unloading was underway and completed in short order, plans were formulated and work was begun immediately. The Seabee camp was really a hasty



. . . like . . .



. . . this . . .



. . . one.



Pre-invasion wreckage.



Gimmell!



Temporary messing facilities.



End of galley, plumbers' tent in left foreground.



You take picture?



Stiles, Hautala and Dooley in front of the Cebu Cement Company.



More pre-invasion wreckage.

bit of construction. Seabee camps always seem to go up overnight. Some native labor was rounded up to augment the detachment's small supply of seamen and the Bees went to work with their customary zeal. Sanitation was a problem but immediate steps were taken to combat the situation.

Another task undertaken willingly and with much enthusiasm was the digging of foxholes. However, the heavy artillery bombardment, the return Jap mortar fire, and the dangers of enemy infiltration resulted only in the loss of a lot of sleep (exception: CSF J. E. Dooley) and a few humorous situations, and all hands came through safely.



Matt Hautala and native dig a foxhole for Matt Hautala.



Matt Hautala and Fritz Wagor hold a captured "native."



Matt Hautala and native take a rest.



Plumbers' shop.



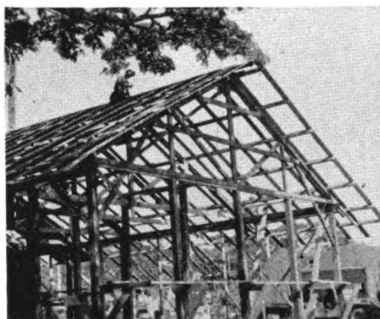
Monument to Magellan
Mactan Island.



Japanese "inscription" at base of
Magellan's Monument.



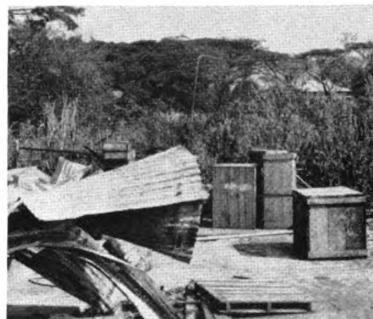
Native laborers mix concrete.



An old shed being converted into
permanent galley.



A Bee with a "Mexican dragline" passes
by fresh water storage.



Portion of storage dump.

The natives were most cooperative and as a result, the Bees found themselves in a souvenir collector's paradise. Trips to the hills and caves were interesting and most lucrative and it was not long before the boys had cornered the market on everything from pearls to machine shops. (Lt. (jg) Matt Hautala, Stiles and Co., went shopping on Mactan Island one day, "bought" a complete

machine shop, did not have enough help to handle it, so called in the guards to help load the loot!)

Splendid assistance from the Army made fast progress on the job possible. The two units became good friends immediately and one was always ready to help out the other with a spare part or two.



Permanent living quarters, Power saw
and storage dump.



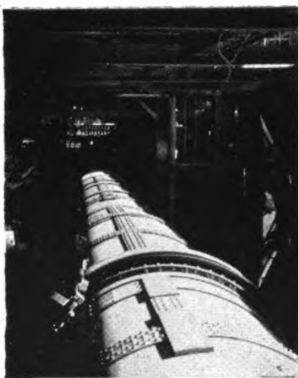
Temporary Officers' Quarters.



Putting finishing touches on permanent
galley.



Temporary quarters near wrecked building.



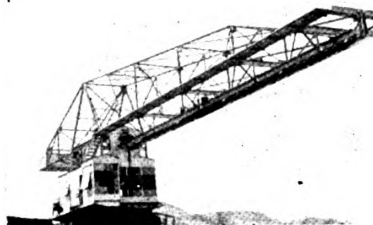
Huge kiln in Cebu Portland Cement Plant.



After chow.



Gimme—Gimme!



Whirley Crane at Cebu Portland Cement Plant



More native labor, more concrete.

The job was not without humor and a few anecdotes. Two people did a lot of shooting; Lt. Wager shot a 12-foot Python and "Smokey Joe" Woods shot a lot of holes in his tent roof trying to get the Jap who wasn't there.

Wolf, Reich, Johnson, and Coyne "procuring" a weapons carrier, then going "astray", "Pappy" Stiles one round knockout, and Dooley's sleeping through it all, are a few more items one will not forget in a hurry.

The job was interesting, the native girls were pretty, and the chow was good, but the boys were all glad to set sail for their home port when it came time to go.



Commander Richardson and "native."



Me hungry!



Storage tent near wrecked installations.



Native labor



Chow outside the plumbing shop



CB lumber yard



Temporary quarters



Pre-invasion bombing wreckage



Howard Reich shares his lunch



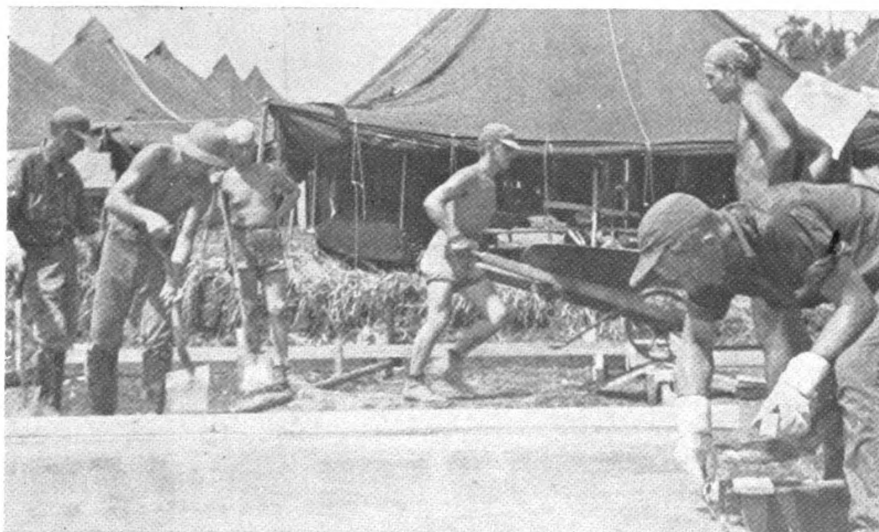
Collection tank for well water



Chow line at the temporary galley

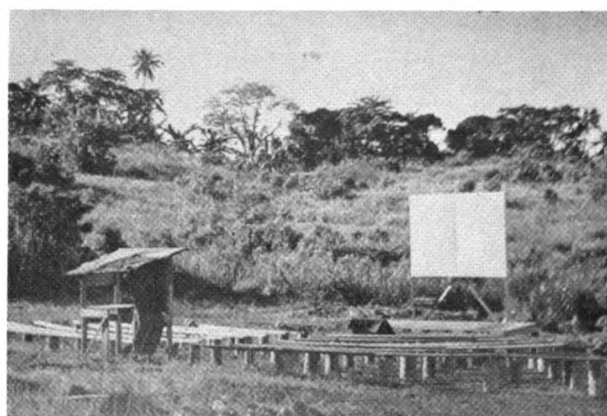


Permanent fresh water storage

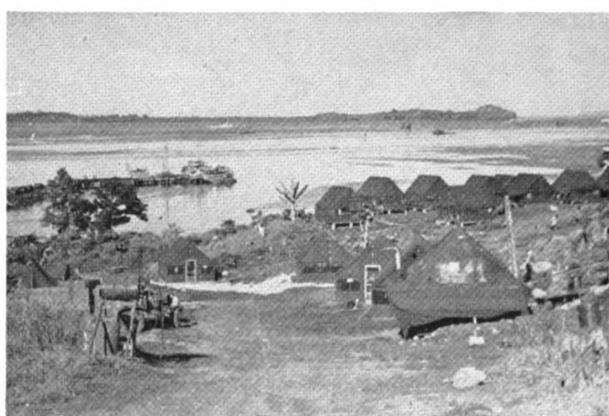


Galley slab being poured.

SAGA OF "UFFIES TOUGHIES"



NABU No. 11 Theatre.



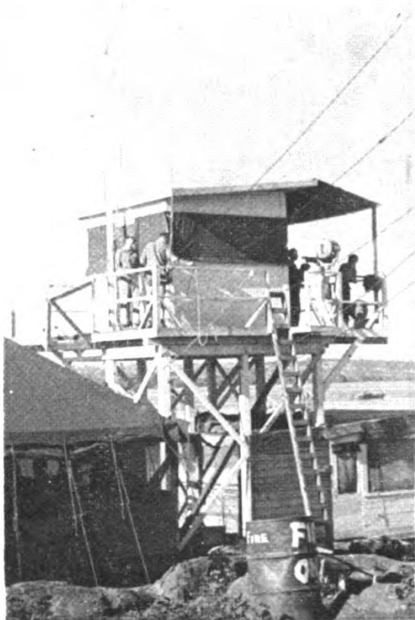
Polloc Harbor—Officers' country.

In the spring of 1945, if one considers the Philippines capable of having such a season as spring (the writer does not!), 75 men and three officers were sent to Polloc Harbor, Mindanao, to build certain installations for Navy Advance Base Unit 11.

The convoy proceeded to its rendezvous and the landings began after a terrific bombardment by cruisers, destroyers, and rocket craft. Thirty five of "Uffies Toughies" went in with the first wave in close support of two Army divisions. In a short time, contact was made with friendly natives and a trading post was immediately established.

The boys found Mindanao a veritable gold mine of souvenirs . . . Morro knives, native rugs and baskets, Jap

rifles and other equipment, . . . all "fell" into the hands of the busy Bees. Regular searching parties were sent out to scour the countryside for Jap planes. From these, every removable part was taken. Within two weeks, NABU 11 had assumed more the air of a Caledonian market than that of a well run Navy Base. The Army was most co-operative and as a result, some fine pieces of Japanese equipment found their way into sea-bags which definitely told no secrets. The prize souvenir of all was the Jap torpedo boat which was found and repaired by Hardy, Sossoman, and Harrington. The three spent many sleepless nights trying to figure a means of getting it back to Calicoan, but the project was abandoned when the motor began throwing loose parts in more than one direction.



Visual signal tower.



Close-up Officers' country and Polloc Harbor.



Local hot spot.



The Japs left this one.



Market district.

After a month and one-half of confusion, bewilderment and delays, word finally came that we were to move immediately to Ilo Ilo, Panay. Everything was torn down, re-created, and loaded on LST's for the trip to the garden spot of the Philippines. "Toughie Uffie" led the first group of 30 men ashore and then all became lost in the mud. The Bees landed on Ilo Ilo on the last day of June and by the third day of July, they were all under it. The name "Camp Bogdown" was not selected by popularity poll . . . it was the only logical title for this little bit of wet earth we called home. "Ramsey's Raiders" found Ilo Ilo a city of large proportions and "modern design," with restaurants, women, bars, women, theatres, and women. Needless to say, the Bees took every advantage and the off-duty hours were more than

adequate compensation for the acres of mud and the half-mile walks in the rain to chow.

One of the more interesting jobs which befell the detachment was the repair of the Passey gravel pit, 56 kilometers from Ilo on the railroad to Capiz. "Uffie's Toughie Jughead" Kuhnke led a small group into the wilds of Panay while Chief "Mike" Burke acted as first assistant in charge of Tuba control. Men and gear were loaded aboard an old box car slightly smaller than the French 40 and 8's version. Fortunately there were no horses. However, just a week before, the car had been used to haul dried fish, so for some time afterward, everyone wondered if "his best friend would tell him". The trip was interesting and not uneventful and it is rumored that the Island is now suffering a serious Tuba shortage.



Local mansion.



St. Paul's Hospital—Ilo.



Two Bees on liberty—Ilo Ilo.



Downtown Ilo Ilo



Natives . . .



. . . go to market.

With the return of the "Passey Pit" crew, the outfit settled down to some fast, furious construction, and quicker than one could say "Zemstvo Acronquistevev" (at least we weren't conceited enough to make it "Jack Robinson"), a section base, complete with quonset hut galley, radio room, Ad building, sick bay, and Ship's Service had been built. By the middle of August, the "wood butchers," under Oscar Heyer and Hal Ferebee, had massacred all available materials, so detachment B was ready to return to the Fifth in time to celebrate the victory over Japan. On August 23, the men were loaded on an LST and returned to Calicoan full of Victory, Tuba, and Tall Tales.

Such was the saga of "Uffies Toughies." None will forget the Boss, Lt. Uffelman, the man who walks with a

Southern drawl; Lt. (jg) Kuhnke, the man who rises at the crack of dawn even on Sundays; or Ensign Bill Parr, CIC (Cynic, first class) and the philosophising of Chief "Judge" Burnham. Homer Ramsey, the South Pacific edition of Santa Claus, "Happy" Oscar Heyer, Tony Burns (Chief to you, mate!), Duffy's Tavern, Stiff's Coffee Shop, and Sid Hunter's "Everything goes when the whistle blows," are just a few of things and people who make Nabu II well worth remembering.

Many years from now when the war has been forgotten and things go a little awry for a Detachment B man . . . things might even get into that old Navy condition . . . it's a sure bet that someone will jump up and disturb the quiet evening air with that plaintive cry . . . "NABU!" . . . "NABU!"



Native hemp—outside Ilo Ilo



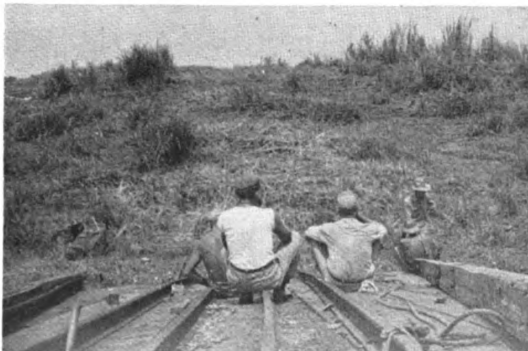
Sylvester McDonough "polishing apples".



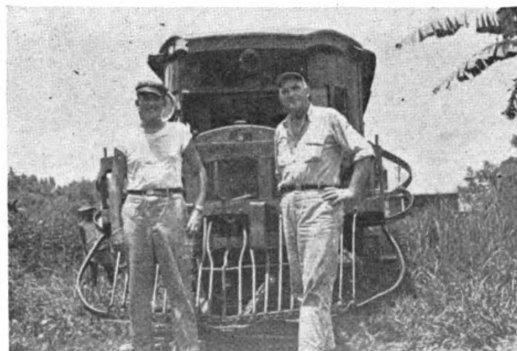
Caraboa (water buffalo) at Passey.



Homer Ramsey, Kibitzer, first-class



Clifford Kuhnke and Homer Ramsey "stand" on their laurels.



Kuhnke and Ramsey "front" for the "Ramsey Special".



Native "gimmicks" game.



Capiz to Ilo Ilo "daylight" approaching the station.



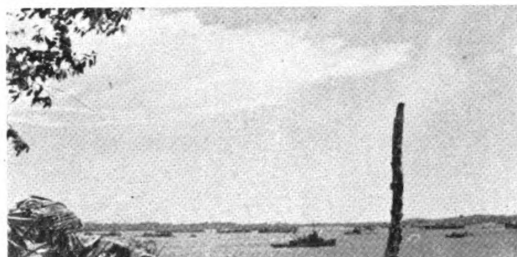
Results of rocket blast—Parang.



Homer Ramsey, Clifford Kuhnke and Mike Burke at the Passey Pit—Ilo Ilo.



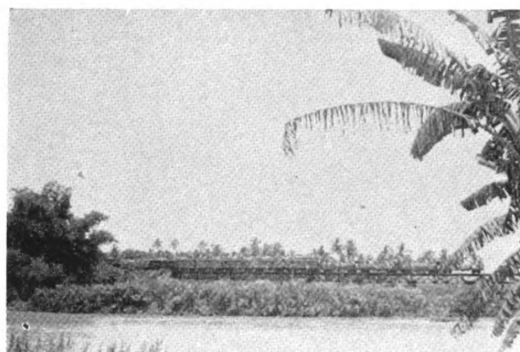
Female collaborator being questioned by Philippine Provost Marshal.



Harbor at Parang.



Nicar and Stiff watch cameraman. Three other Bees watch chips—Parang.



Natives take the "daylight" from Capiz to Ilo Ilo.

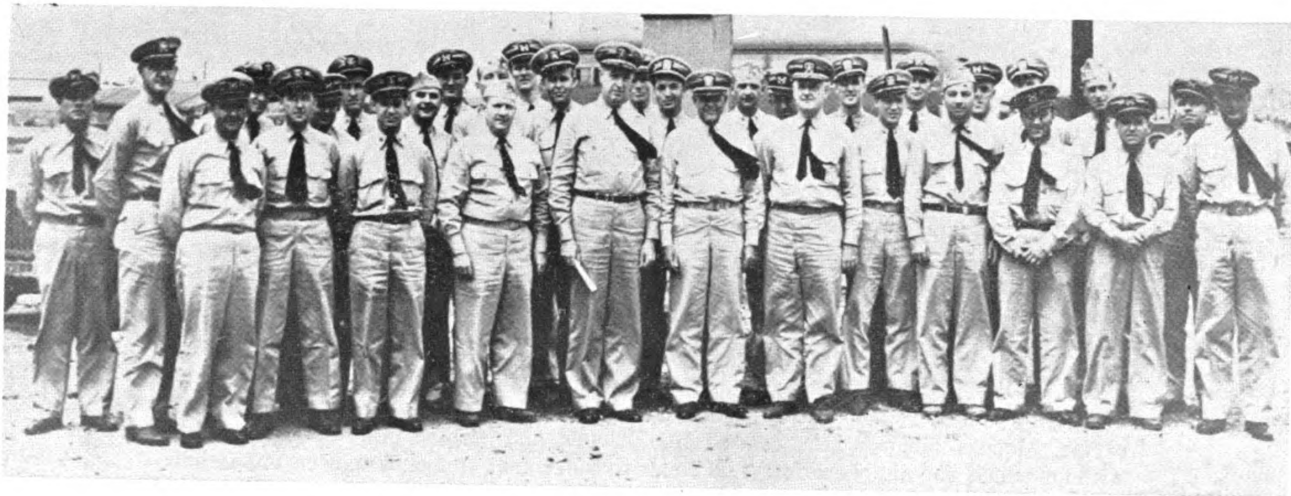


First "K" ration ashore in front of "CB office"—Parang.



Rotary screen at Passey pit plant—Ilo Ilo.

COMMENDATIONS



The presentation of commendations at the Second Brigade Headquarters.

End 1 to
CinC 2nd
N.C. Brigade
ltr. 2NCR-03-
ELB/sjr/P15
Serial No. 381
dated 18 March 1944.

THIRD NAVAL CONSTRUCTION REGIMENT
c/o Fleet Post Office
San Francisco, California

18 March 1944

From: The Officer in Charge.
To: The Officer in Charge, Fifth Naval Construction Battalion
Subj: Commendation.

1. It is a privilege to endorse and forward the Brigade Commander's Commendation.

2. The Officers and men of the Third Regimental Staff know that such commendation is justified and has been earned the "hard way". You leave behind you a record of cooperation and support that will always be remembered by this Regiment. It is our hope and desire that you will return for final duty with the 3rd Regiment, and that we will move forward for the final phase of this campaign.

3. I give you my personal thanks and appreciation for your unselfish and untiring efforts on the many assignments so successfully completed these past months. I feel that our connection during the past months has been not only as Officer in Charge and Men under a command, but as warm personal friends.

/s/ Howard F. Potter
Howard F. Potter
Commander CSC USN

SECOND NAVAL CONSTRUCTION BRIGADE
c/o Fleet Post Office
San Francisco, California

2NCR-03-ELB/sjr
P15

Serial # 301

18 March 1944

From: Officer in Charge, Second Naval Construction Brigade
To: Officer in Charge, Fifth Naval Construction Battalion
Via: Officer in Charge, Third Naval Construction Regiment

1. Your battalion is about to be detached from this Brigade and returned to the Mainland for well-earned rest and recreation.

2. The Fifth Battalion arrived in the Hawaiian Area in June of 1942 at a time when there was liability of attack by enemy forces here as in other combat areas. The work done by the personnel of this unit in forward areas under enemy observation has been a major factor in transforming the situation of our armed forces in this theater from defense operations to offense and support of task forces carrying the war deep into enemy territory. The Fifth Battalion is a credit to the Naval Service of this Nation and has set a standard of fidelity and effective service which is an inspiration to the corps of Seabees.

3. It is with very sincere regret that I am separated from the officers and men of so fine an organization; but the contributions which you have made have inevitably depleted the resources of your strength, and the war effort will be better served by allowing you opportunity to return to your homes and families so that the magnificent resources which you brought with you initially may be restored. To each officer and man of your organization I extend a most earnest wish for success and happiness in the future, and a hearty "Well Done" in tribute to the history which you have made.

/s/ C. W. POKTER
C. W. POKTER
Captain, CSC USN
Officer in Charge

GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA
OFFICE OF CHIEF ENGINEER

APO 500

31 August 1945

TO THE OFFICERS AND MEN OF THE UNITED STATES NAVAL CONSTRUCTION FORCES WHICH OPERATED UNDER GENERAL HEADQUARTERS, SOUTHWEST PACIFIC AREA.

To you belongs a full measure of the victory attained by our forces.

Your task has been not only vitally important to our combined operations but also a difficult, hazardous and gruelling one. You have ably assisted the operations of our forces, often under fire, in mine clearing, rapid construction of roads and bridges, and many other types of engineer work.

Your basic construction units have performed miracles in transforming virtually overnight, jungle, swamp and mountainous terrain into depots, airdromes, hospitals and camps. Aladdin-like, you have cleared our harbors, and created major ports and bases, without which our air operations and forward movement would have been impossible.

Your engineer supply forces have, under greatest difficulty, surmounted the impossible in procuring, handling and providing the heavy tonnage of engineer equipment and supplies, required for this gigantic engineer effort.

Your maintenance units have kept this vast engineer work potential functioning by efficient maintenance of this powerful horsepower capacity of engineer equipment, without which our task could not have been performed.

During the initial phases of beachhead and port development your special Naval Construction Battalions have unloaded tremendous tonnages of supplies under most difficult conditions.

Your engineer planning and supervisory headquarters have, with high success, borne a heavy responsibility in their planning and subsequent, continued supervision of these difficult tasks.

Each of you has done his part well. With a failure or omission of any of these important cogs, our entire machine and the operations they support, would not have functioned.

And let us all pay a silent tribute to those of our ranks who gave their lives in the execution of these tasks.

To each of you of all ranks I tender my deepest appreciation for your magnificent effort, my pride in you for your outstanding performance and my best wishes for your continued well-being and success.

HUGH J. CASEY
Major General, U. S. Army
Chief Engineer



Captain Martin reads commendation to Enerson, Feigert, May, Busam, Corbett and Goldstein.

From MIDWAY MIRROR, Sept. 8, 1942.

COMMANDANT HOLDS MERITORIOUS MAST

They say that industriousness and devotion to duty pays dividends. Well, it did the other day for six Fifth Battalion Construction men:

BUSAM, W. G., CCM(AA)

FEIGERT, P. F., CM1c

ENERSON, E. C., CM1c

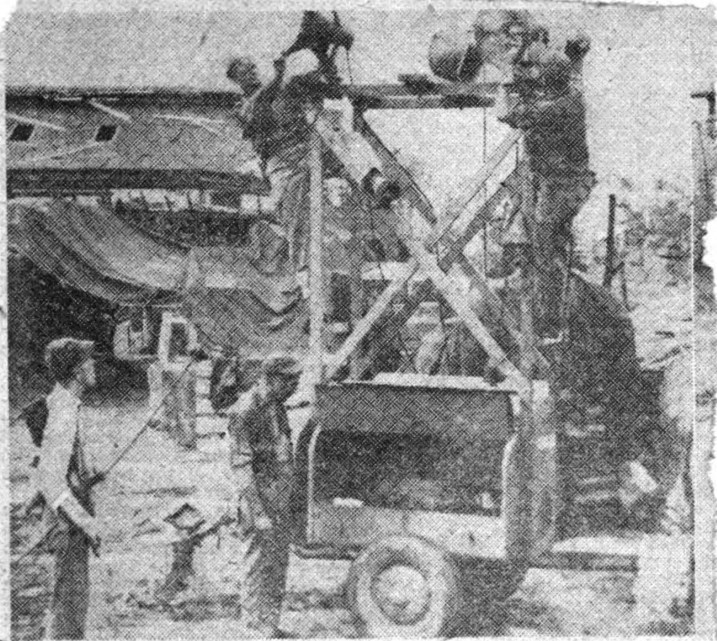
MAY, A. H., BM2c

GOLDSTEIN, S. S., MM2c

CORBETT, H. R., F2c

Summoned before the Commandant, Captain H. M. Martin, for meritorious mast, the men were commended for the skillful and efficient manner displayed in effecting expediently, emergency repairs to the USS PT-42.

Had not the men been capable of making the required repairs to the intricate construction of this craft, whose hull was severely damaged in heavy weather, it would have been necessary to ship it back to Pearl Harbor, depriving the station of this craft for possibly four months; a vital factor in the vigilant defenses of Midway. They're CB's fellows, but there's plenty of Navy in them.



Fifth Seabees put up night lights for round-the-clock construction work to turn Balikpapan to full-fledged advance site in Far East.

lished camp, a mile along the beach from the 111th.

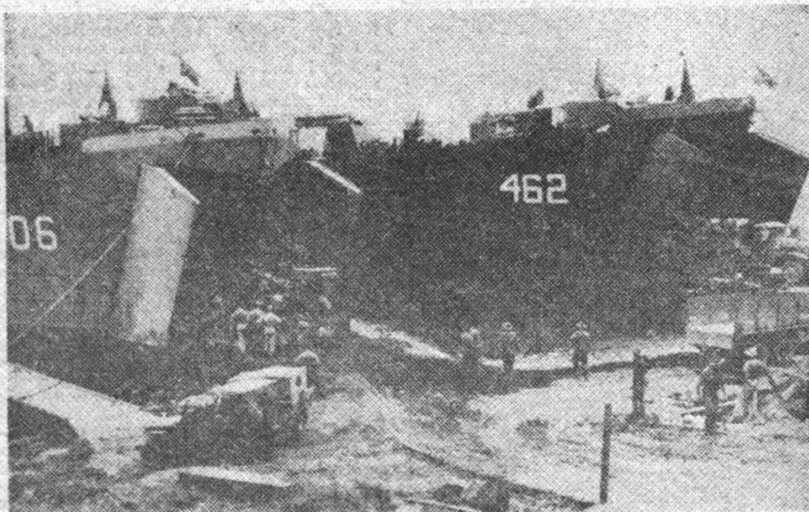
Lt W. M. Griffin, Jr., and his men of the Fifth Battalion, riding on two LST's, found Balikpapan still smouldering when they reached the scene on D-plus-4. The fighting had crossed Parramatta Hill, the ridge topped by ruins of the Japs' main gasoline cracking plant, but it was still raging through the machine shops and oil industries fronting on Balikpapan harbor. On the right flank, Japs and Aussies still were battling for Sepinggang air strip, five miles east. Naval shells still sang overhead while mine sweepers shuttled across the harbor to make it safe for American craft.

Eventually the ships carrying men and supplies of the Fifth and 113th Seabee detachments turned into the harbor and were beached under Tokong Hill. They were unloaded and the construction of shore facilities was started. Supply dumps, camps and building sites all were in the midst of shell craters, charred dwellings and the shattered debris of commercial and industrial structures.

American and Australian camps were

ConBat Units At Balikpapan

Three detachments of Seabees landed on the battered shore before the ashes of Balikpapan had cooled. Jap mortar fire rained around a pontoon unit of the 111th Battalion. The 113th Battalion's detachment moved into an area heavily infested with land mines. Two hundred men of the 5th Battalion, charged with the responsibility of setting up naval facilities, worked amidst the wreckage of a dead city. The latter outfit is on its second tour.



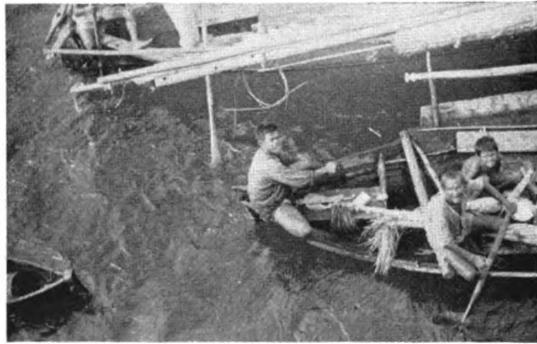
—All Official CB Photos

These two LSTs hauled 5th Seabee detachment and supplies to Borneo beach.

The natives . . .



. . . swarm around . . .



. . . the LST's . . .



. . . at Tawi Tawi.

Early in June 1945, Lt. Griffin, four officers, and 200 men left their Philippine home to become a part of the Oboe Two operation . . . an assignment which eventually proved to be the re-conquest of the Balikpapan area in Borneo. The move was made via LST's.

After laying over in Leyte Gulf for six day, the Bees finally left for Morotai in a large convoy. There, a 15-day lay-over gave the "contractors" their first look at the "bloomin' bloody" Aussies and their first taste of Australian beer. The "looks" at the Aussies, of course, were free; the beer, three dollars per quart. Duke Wellington apparently devoted most of his time to the latter, because, upon returning to the ship one night, he reached for the boarding ladder and missed it completely. He

was immediately "fished out of the drink" by a couple of his mafes who evidently had not spent so many "three-dollar" bills as the Duke.

Here also, a portion of the detachment experienced its first bombing raid when one Jap plane paid a visit to the boys who were helping unload material on the beach. No damage.

The day the Aussie 7th Division stormed ashore at Balikpapan, the convoy stopped at Tawi Tawi. Here, the natives swarmed around the LST's and did a land-office souvenir business. Apparently, it was to prevent the Bees from trading off the LST's that the Captain finally turned a fire hose on the natives to drive them away.



Balikpapan Bay.



5th Battalion goes ashore.

Balikpapan Bay.



Post office site on the beach.



Temporary shops.



Clearing for central storage area.

The next evening, while the convoy was proceeding single file on its last leg of the journey, a mine uncere- moniously floated the length of the convoy on the port side and scared the hell out of everyone. The convoy was alerted while a DE raced back and exploded the mine with machine gun fire.

As the convoy crossed the equator, the ships' crews initiated the Seabees into the Royal Order of Shellbacks. Hair was cut, there was much paddling, and bodies and faces were painted with a weak creosote solution. The combination of short hair, black paint and numerous burns, made the Bees look like a bunch of minstrel men fresh out of a bon fire.

By 0100 on F plus 4 day, the oil well and tank fires

at Balikpapan were sighted and about daybreak that morning, the convoy pulled up off shore and anchored near the invasion beach. Just off shore, the ships ran out of the mine-swept channel, but luck was with all of them and none was harmed. Lt. Griffin, along with of- ficers from Nabu 12, the 7th Fleet, and the PT Base, went ashore immediately via PT boat to look over the proposed camp site and contact the Australian 7th Division.

The Aussie division, aided by strong support from Morotai-based Aussie and American bombers, had pushed the Japs out of town and over the hills north of the beachhead. DD's and DE's were continually shelling Jap positions from the sea.



Entrance to Japanese shelter.

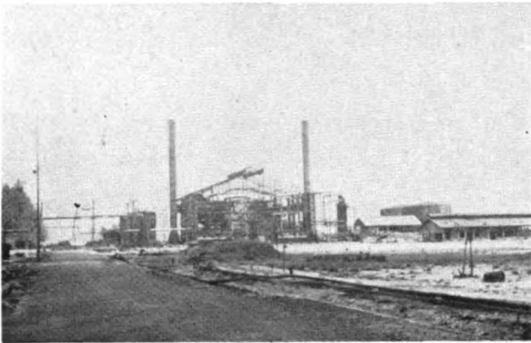


Oil fire burning out.

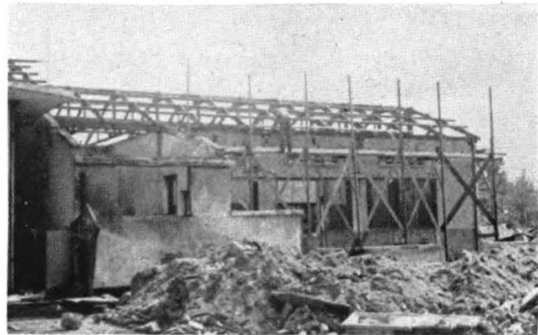
Mess hall area.



Damaged oil tanks.



A "former" refinery.



Officers' mess under construction.

Ruins from pre-invasion bombing.



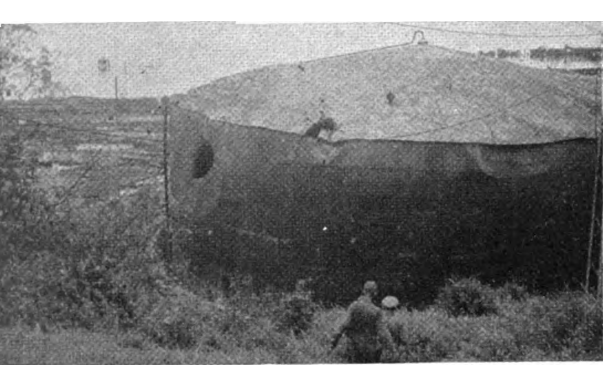
Distillation units on the beach.



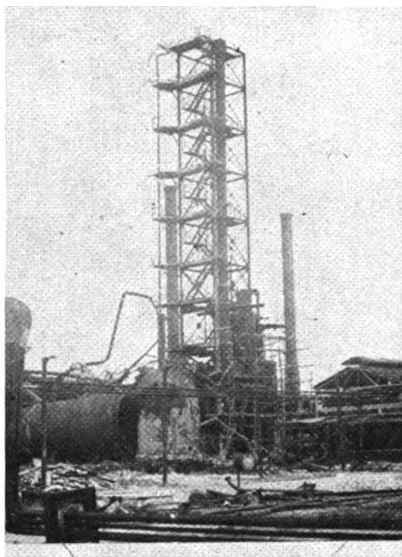
Remains of old Dutch Theatre.



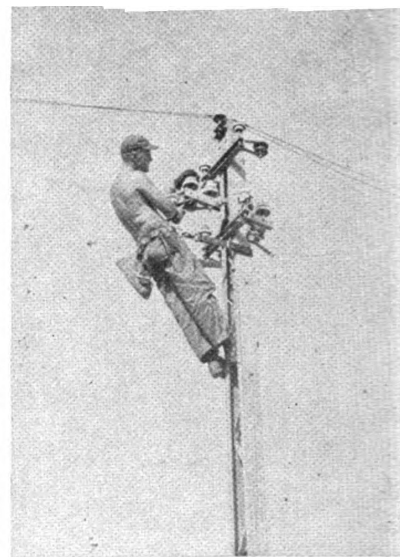
Hospital area.



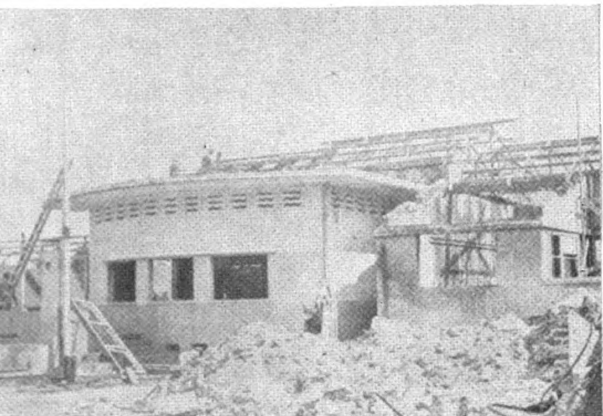
DAMAGED OIL STORAGE TANK



DAMAGED OIL REFINERY



"HIGH LINE" MANNING



OLD DUTCH CLUB BAR



CLEARING FOR HOSPITAL AREA



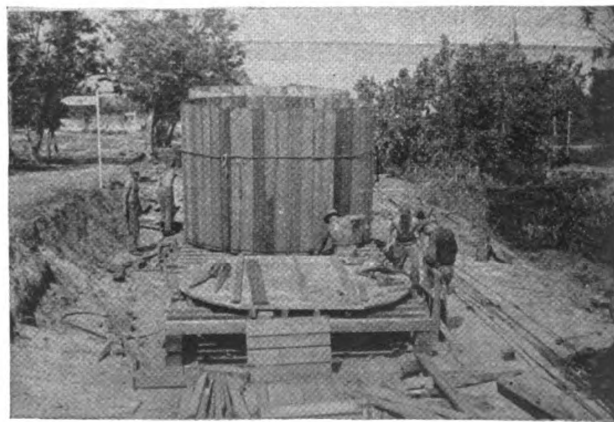
STEARNS TAKES A LOOK . . .



. . . AT SHORT



BOGGED DOWN



PERMANENT FRESH WATER STORAGE

Original from
UNIVERSITY OF MICHIGAN

Temporary mess hall.



Officers' mess and club.



Bomb crater.



Officers' country.

One jeep was taken ashore for transportation and Seabees Desselle and Bass were taken along to guard it at night.

After three days of conferences with the Aussies, the site for the Nabu 12 camp was established . . . an area which had been previously covered with numerous Japanese communication facilities and gun positions, but which had been reduced to a mass of ruin and a myriad of shell holes by the pre-invasion bombing.

On F plus 7 day, while the ships off shore continued to hammer Japanese shore positions, a group of Bees were brought ashore to clear the site for a temporary mess hall, galley, and central storage areas. At night,

the Aussies illuminated their campaign to wipe out the Japs by using star shells.

Late in the evening of F plus 9 day, the two Seabee-laden LST's became the first ships to enter Balikpapan Bay. Unloading and construction were practically started simultaneously. By nightfall on F plus 10 day, the temporary galley and camp were operating, and the Bees had power and fresh water "for sale."

By F plus 19 day, fighting had moved far inland, ship-to-shore shelling had been discontinued, and construction was moving along at a torrid rate. On the same day, a Jap bomber slipped in and dropped a few near the Manggar air strip.



Old Dutch Club tennis courts.

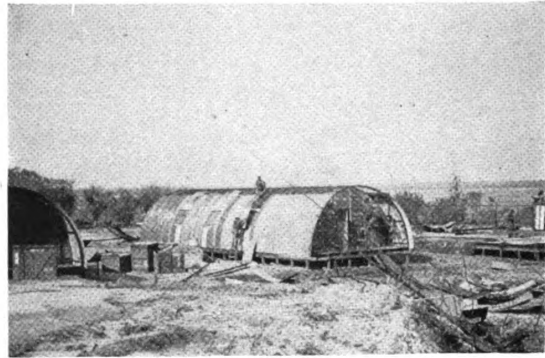


A Seabee's home is moved.

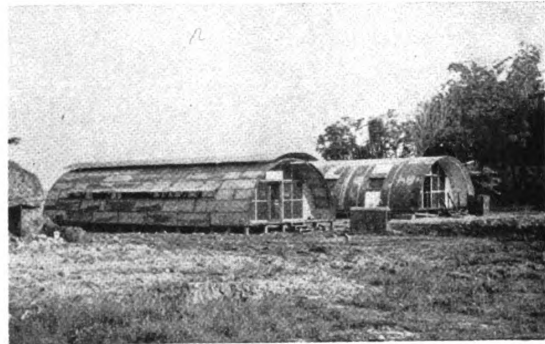
Seabee sawmill.



Another hospital unit.



Mess hall . . . center.



Supply and Disbursing Offices.

For nine successive nights thereafter, these nuisance raids continued, but did little more than interrupt the Bees' hard-earned sack time. On the first raid, a few bombs were dropped close by the camp, and on another occasion, in the water adjacent to the Nabu Camp. Needless to say, after the first night, no coaxing was necessary to get the boys out of their bunks and into foxholes. At first the Bees had that eager habit of leaping into foxholes, but this procedure was soon adjusted as most of the holes were invariably filled with water.

On Friday, 10 August, during the evening show, the first Japanese peace offer was announced. This set off a terrific but, of course, premature celebration and all hands went back to work the next morning . . . the minds willing, but the bodies weak.

When the surrender became official, a full holiday was granted. Then came the point system and soon, 40 men were on their way to Calicoan for further transfer to the states.

On the first of September, all essential work had been completed and rumors of an immediate forward occupational move for the Battalion were flying thick and fast. On the ninth, formal surrender papers were signed by the Japs in the Balikpapan area. On the eleventh, the Aussies started bringing in Japanese prisoners . . . a sad sight . . . ill-fed, poorly clothed, and scuttled by beri-beri. On the twelfth, an Allied POW camp was found at the city of Makassar in the Celebes. The U. S. prisoners were immediately ferried over to the Nabu hospital for treatment and further transfer to Manila.



Swing combo . . . Chief Carp. Watson on bass, Carbone, drums, Schumacher, piano.



Malaria control hut.

General view overlooking camp.



Officers' country . . . beach in foreground.



Wrecked Japanese luggers.

On Sunday, 16 September, orders were received for the detachment to return to Calicoan via air transportation and all of the men and officers were ferried out between the 17th and 25th.

The souvenir game was in full blast most of the time as the Bees scoured the ruins of homes, Jap installations and caves. A fleet of Japanese bicycles and motorcycles mysteriously found its way into camp one day, and by combining the good parts of three or four, several were put into good running condition.

Souvenir hunting and collecting was also an Australian hobby. As the Japs were pushed back, the Aussies came into camp regularly with Jap pistols, rifles, flags and clothing for sale, and in most of the transactions, the Bees finished a close second.



Hospital area.

The supply of alcohol, Aussie beer, whiskey and gin was plentiful thanks to the men from down under. Existing "quotations" in September were: beer, \$2 per quart; whiskey, \$25 per bottle; and gin, \$20 per bottle.

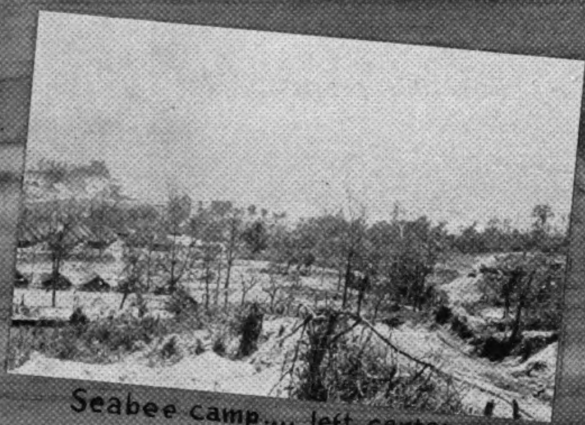
After the Jap prisoners had been rounded up in the locality, Charles E. Marckel, Jr., HA1c, Stephen Lamb, SF1c, and Charles Hazard, SF2c, secured passes to the Samarinda area and came back with a bright, shiny 1941 Buick. It was later learned that they had given a native six cartons of cigarettes for this prize "souvenir." What disposition was made of the Buick when the boys flew back to Calicoan is not known, but at the moment, they probably wish they had those cigarettes back.



Hiram Cudd and Malcolm Hall with native jewelry.



Fifteen-foot earth cover over Japanese communication installation. Note two-foot concrete slab.



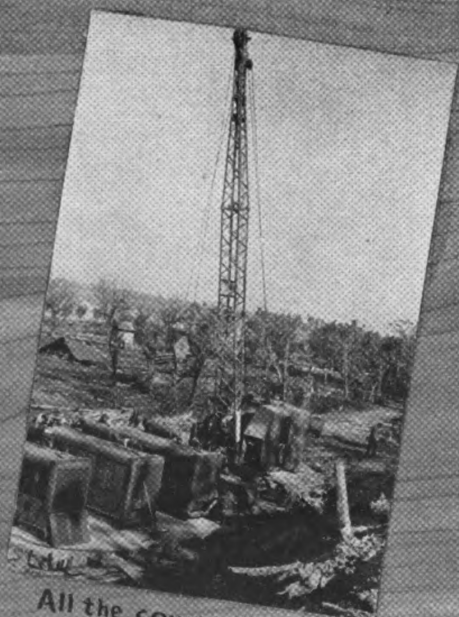
Seabee camp.... left center



The "Edson" type cable reel trailer



Community souvenir



All the comforts



.... of home



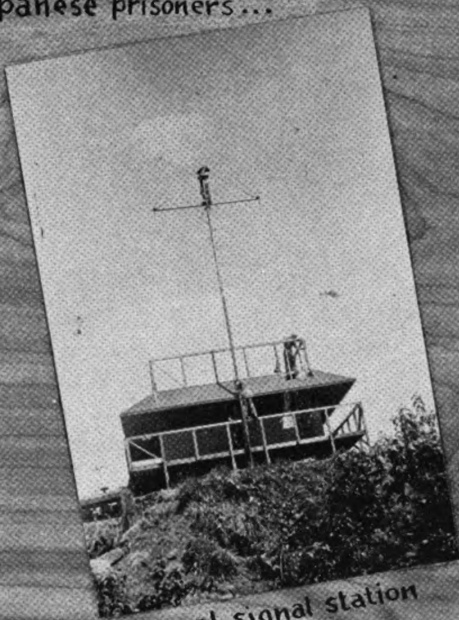
Japanese prisoners...



... rounded up ...



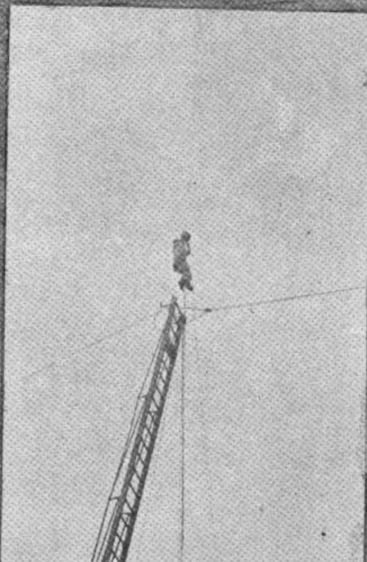
... by the Aussies



Visual signal station



The "medicos" and buddy—
Marckel, Mura, Rapier



Duffy rigging flagpole



Fresh water by distillation

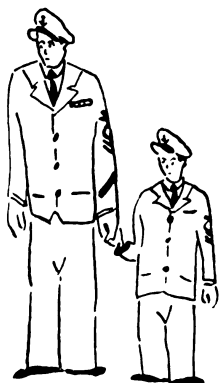


Seymour and Jensen put
finishing touches on Quonset hut

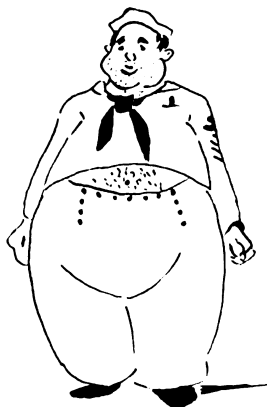


Johnnie

PERSONALITIES



Stiles and Wadlow



There's only one.....



.....Cannon

2 CB's

2 AUSSIES

2 AUSSIES

2 CB's

2 CB's

2 Dutch

2 Dutch

2 CB's



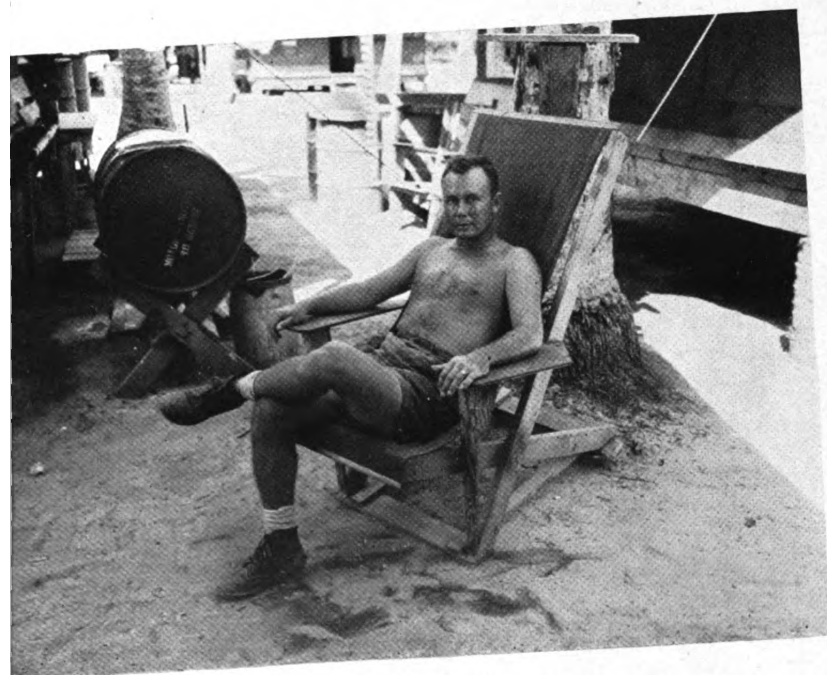
Borneo Incident



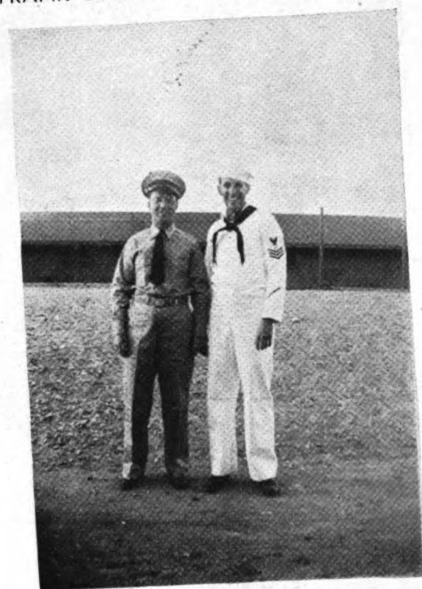
JIMMY BOOTH AND DON BARFIELD
AT MORMON TEMPLE



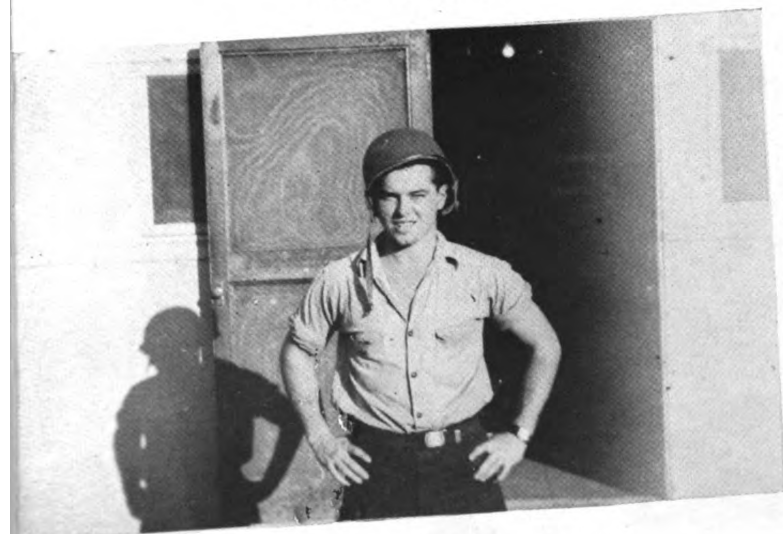
FRANK BRUMMETT WITH "THE LOOT"



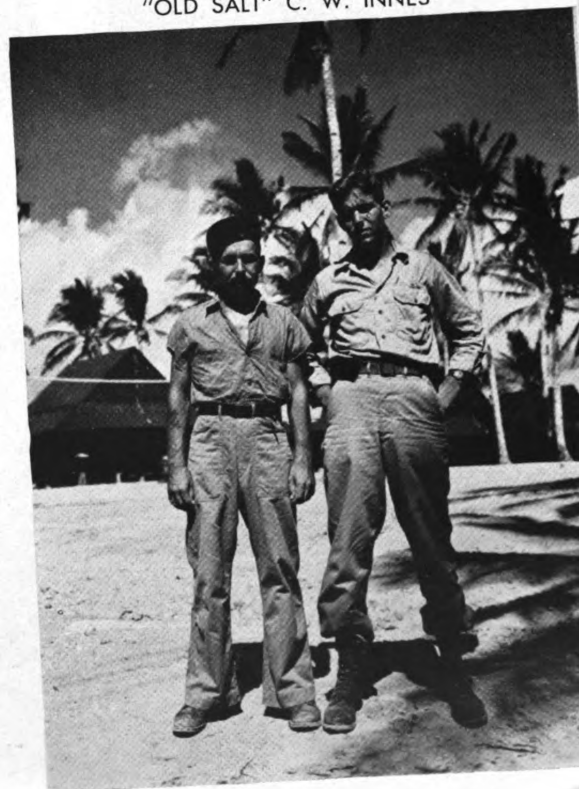
HAROLD AKINS DEMONSTRATES DUTIES OF
COMPANY CLERK



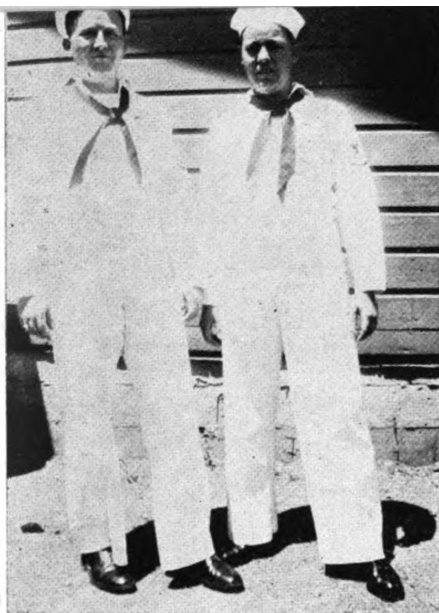
CHIEF HARRY GEORGE AND
"OLD SALT" C. W. INNES



"MAC" MACDONNELL "A POSING"



BILL GRANT AND PARATROOPER
BROTHER SGT. ORA GRANT, JR



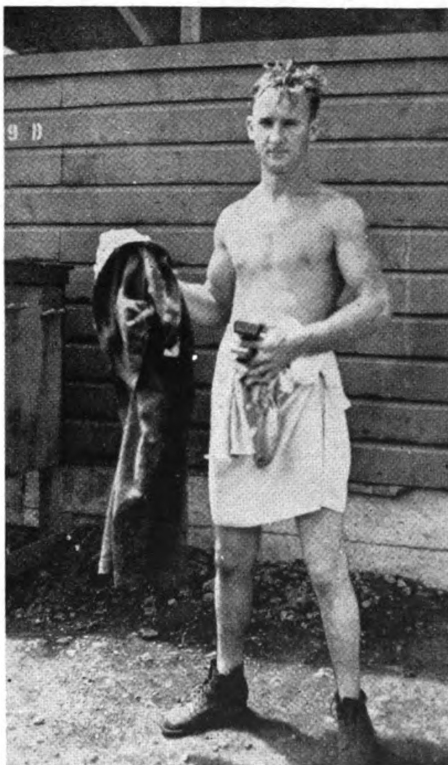
STOREKEEPERS
D. F. FINN AND H. M. MUNSCH



FRONT — MAULDIN, SANSOM, HUNTER, RANDALL
REAR — MOOKLAR, NIX, LOWERY, RIVENBERG, SARGENT



EMERSON PITT BUYS A
\$1,000 BOND



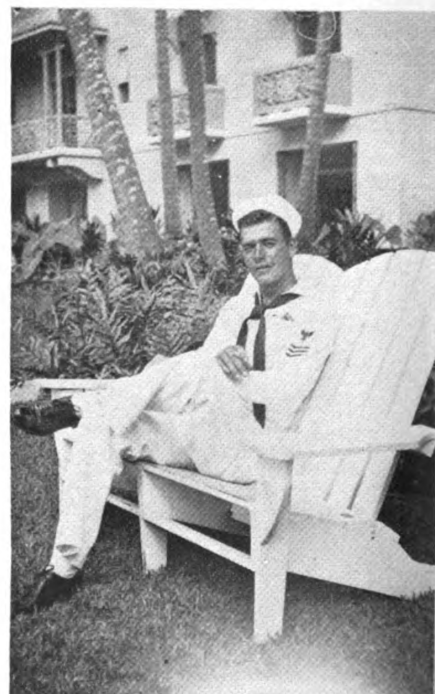
NICHOLAS P. COADY
A LA CAMP CATLIN



"BUDDIES" VIC BLOOM
AND "SHERIFF" VIRGIL BASS



"BULLDOZERS" PAUSE —
FORAKER, BEIL, CAHILL AND McNEILL



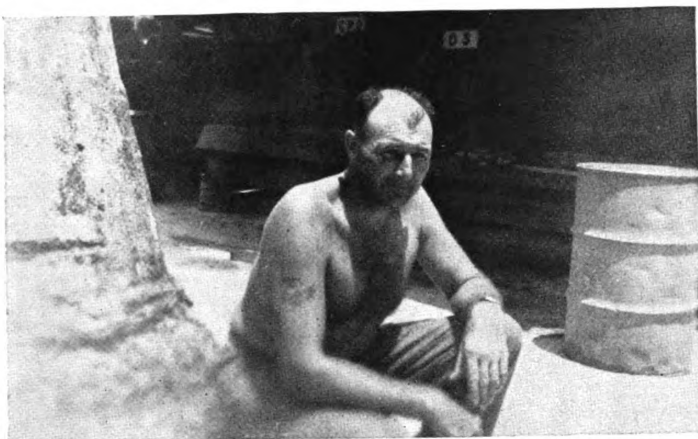
L. C. LOGAN TAKES IT EASY AT
THE "ROYAL HAWAIIAN"



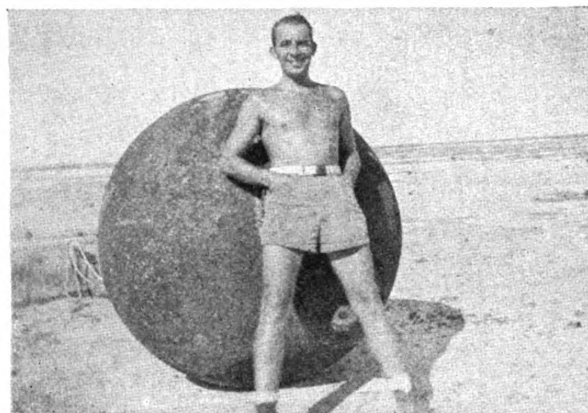
FRANK GORDON
"ONE IN THE HAND AND A LOT IN THE BUSHES"



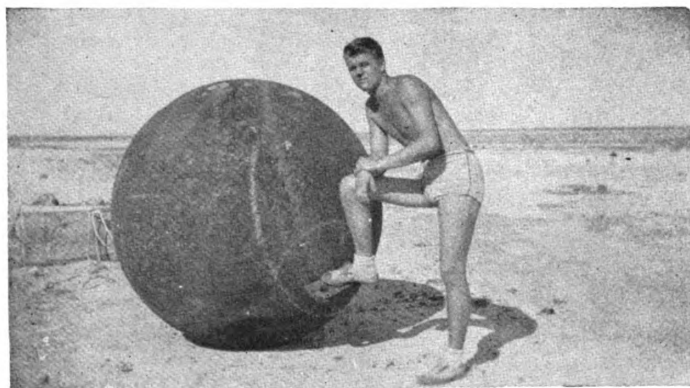
THREE MEN ON A HORSE—80 OCTANE
JEWETT, RING AND MANEY



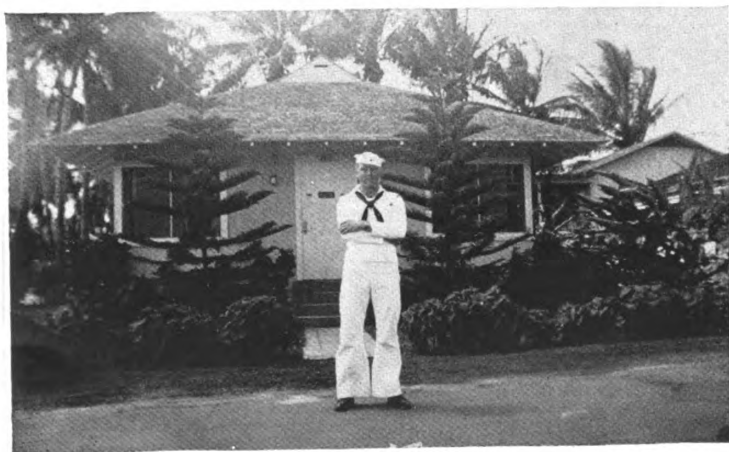
"BIG ED" STILES



"THE GREAT" BOB SCHILLING



BOB HOENER—"ON THE BALL?"



FRANK KLINGLER (KILLED IN ARMY PLANE CRASH)



HAROLD W. ECKERT ON LIBERTY
UNIVERSITY OF MICHIGAN



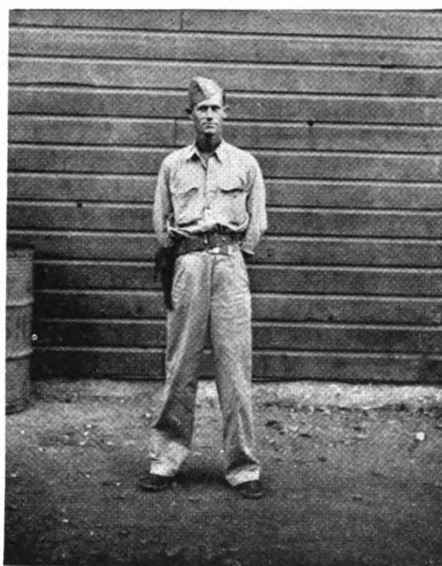
CENSOR CHARLIE SYKES, WITH "NAVAL INSTRUMENT"



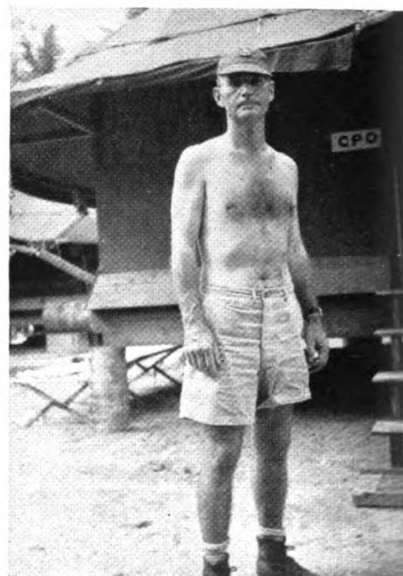
YEOMEN, "RIP" RAPIER AND
"SANDY" SANTHOUSE



IT'S A SAD STORY MATES.
F. M. JOHNSON TELLS IT TO CHIEF IKLER



CHIEF MCGOWAN AS JR. O.D.



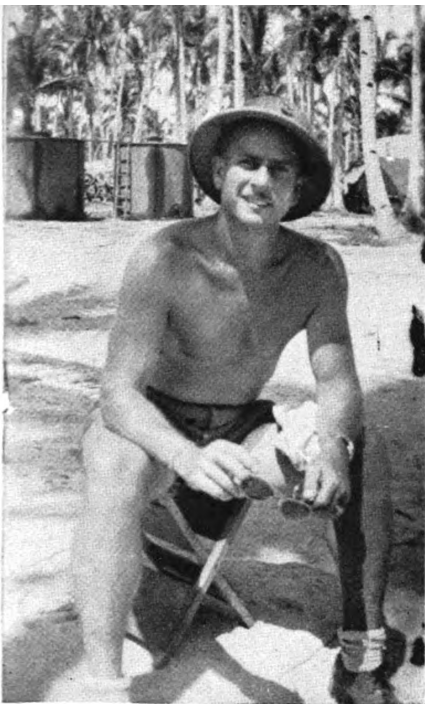
CHIEF E. C. SMITH
A LA PHILIPPINE



Digitized by "BARNEY OLDFIELD" CAHILL



FEREBEE ON THE FARM IN A "FLATTOP"
UNIVERSITY OF MICHIGAN



DAVE ABLON TAKES IN
THE BALL GAME



DON BROWN, FRANCIS FOX
AND GEORGE FRICKE



TEX BARRETT AND DOUG BLYTHE



FEIGERT, FEREBEE, EVANS, HAIL,
FLOWERS AND FOX IN FRONT



ED GUTOWSKI, HOMER RAMSEY,
DON RUSSEL AND PETE ZUBAL



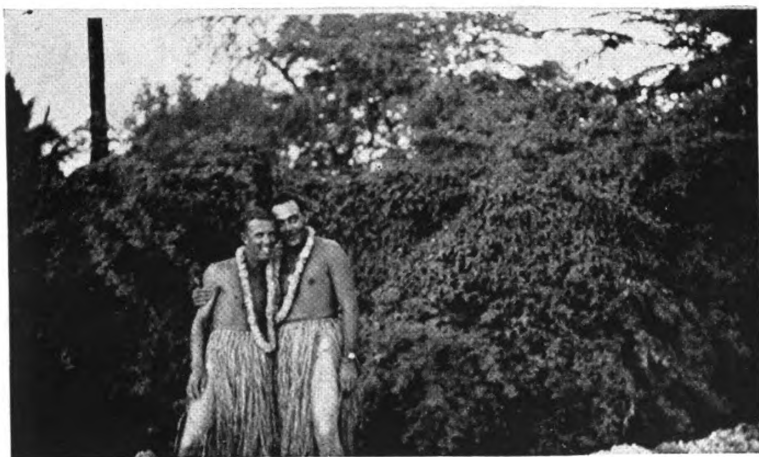
SACK DUTY AS DEMONSTRATED BY HOMER RAMSEY



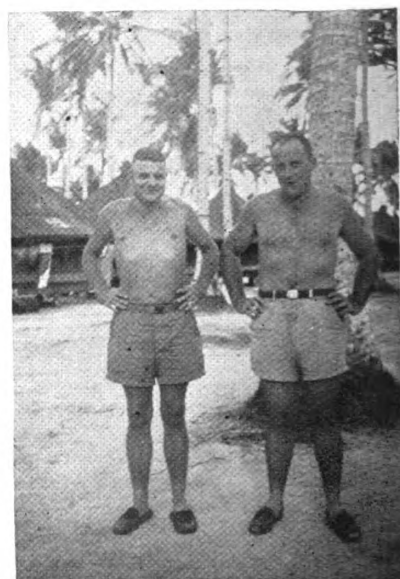
CHIEF HORTON
NAUGHTY, NAUGHTY.



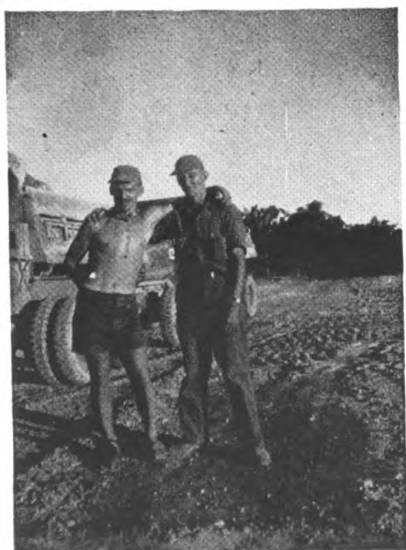
THE CHIEFS GIVE A PARTY FOR THE FIRST DRAFT OF HOMEWARD BOUND 42 YEAR
MEN. FRONT —PRICE, STEWART, HASTINGS, KNIERIM, KENDALL, HOYT.
REAR — STILES, TAPP, BUTLER, MURPHY, KING, PALMERI,
UTTERBACK, MARSTON.



BILL BONSALE AND KEN WOMBLE—
OUT OF UNIFORM, OUT OF MIND



CHIEFS DOOLEY AND MUNDY—
CO-CAPTAINS — COMPANY "D"



HOMER SMITH AND CLYDE
McCORMICK — TRUCK DRIVERS
Digitized by AFOOT



T. J. SMITH, A PLANE, AND A DAME

Original from
UNIVERSITY OF MICHIGAN



CHIEFS BUTLER, BELANGER AND CUDD



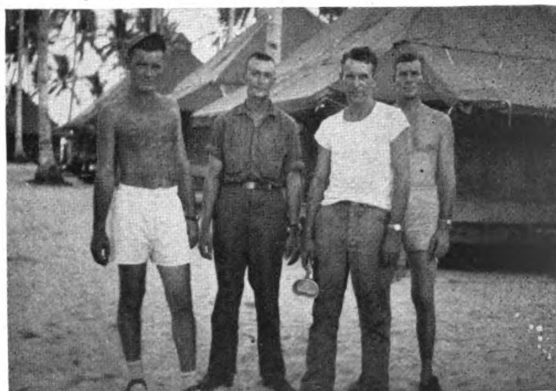
O. R. PASCHALL — STRIKING
FOR O.D. DUTY



BILL WHITE — AIRING
BEDDING AND MONKEY



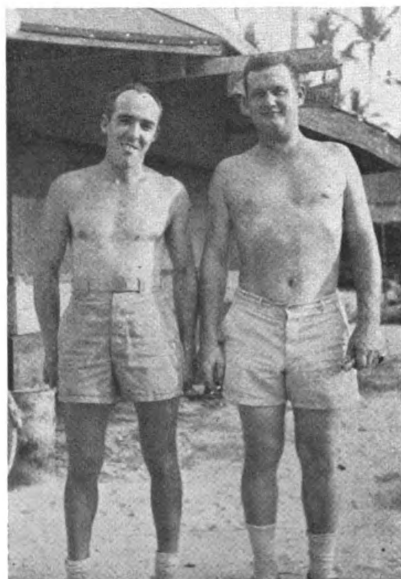
BOB PHELPS — THE CALICOAN
SAM GOLDWYN



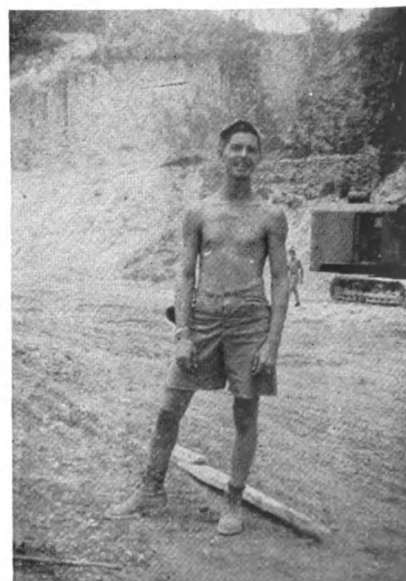
MAY, McCORMICK, MEIER
AND LINDSEY



CHARLES WRIGHT — "OUT OF GAS"



POSIO DEFLATED —
SCHWARTZ INFLATED



LYNWOOD E. CONGER
Original from
UNIVERSITY OF MICHIGAN



CHIEFS, BILLIE CONNOLE AND.
"QUARRY" PRICE



FRONT — CONNORS, ANDERSON, WILSON
REAR — MERCING, FOSTER, SIMMONS, CADE,
SUTTON AND CALE



CHARLIE KAMPF EXPLORES THE
DARWIN THEORY



DAVE RAINWATER, JAPANESE EQUIPPED



KEM WOMBLE, WITHOUT
BULLDOZER



J. J. JACOBS QUILTS FOR A
ONE MINUTE POSE



Original by
UNIVERSITY OF HAWAII
SAM KENT AT THE
ROYAL HAWAIIAN



TWO STRONG MEN
LIONEL BLOUNT AND WOODSON WYATT



A BUNCH OF CHIEFS
FRONT — BARBOUR, POSIO, RICHARDS, BURNHAM
• REAR — NEAL, ANDREWS, COLEMAN, RAMSEY, STILES



MA'S
REAR — PAUL SIMS
FRONT — L. C. PIERCY



LT. (JG) TAUB — HOLLYWOOD PLEASE NOTE



BOB MORRIS
MASTER MAGICIAN



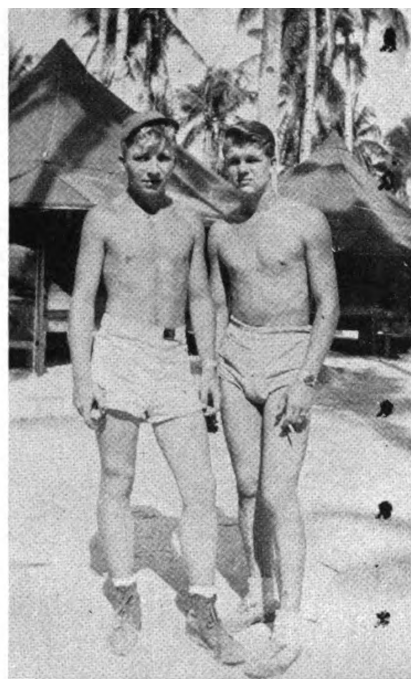
BUDDIES
CHARLIE KAMPF AND BILLY WALKER



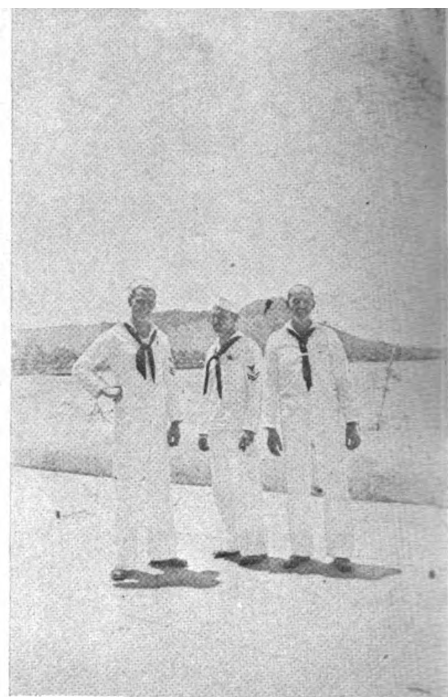
CLAUDE U. SHARP
READY FOR GUARD DUTY



CLAYTON NEAL, LOOKING
LIKE DR. LIVINGSTONE



DALE DEVORE AND
BOB HOENER
ILLINOIS BOYS



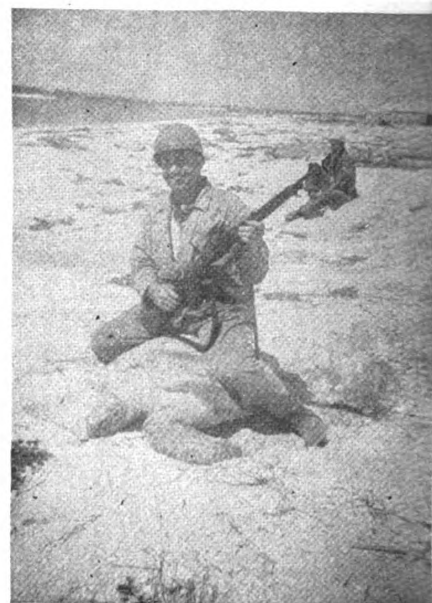
GEDDIE STEWART, O. R. PASCHALL
AND LONNIE STAFFORD
AT WAIKIKI



CHIEF SHANK,
SHORTS AND SHOES



FRONT — ED BERG, NORWOOD PAGE,
STERLING HILL
REAR — AL HARDISTY, VERNON JOHNSON,
ROBERT JINKS, "CHUCK" PRESTON
JOHN ZANGRILLI, ARTHUR PENNIWELL



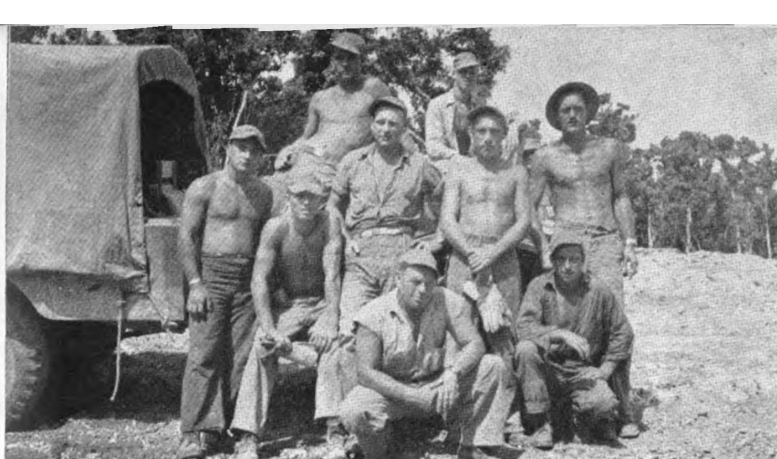
EARL F. BROWN RIDES A
TURTLE,
H. R. KENDALL WATCHES



EARL HATLEY
FROM A CRANE OPERATOR TO SHORE PATROL



MA'S AT PLAY
WM. SADEK AND H. LUSBY



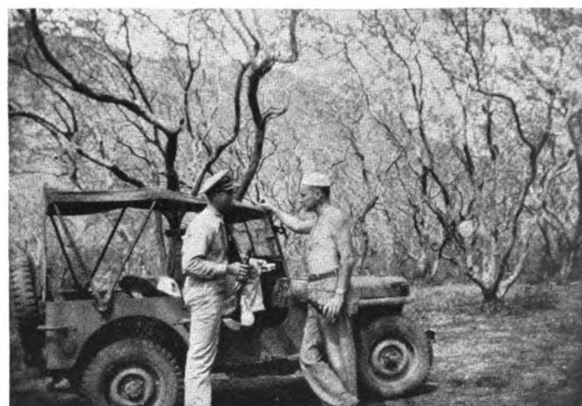
FRONT — WHITEHEAD, KENDRICKS
SECOND — RISSO, RICHARDS, FORAKER, ROSE, MILLER
REAR — MULLENEUX, FLANNIGAN



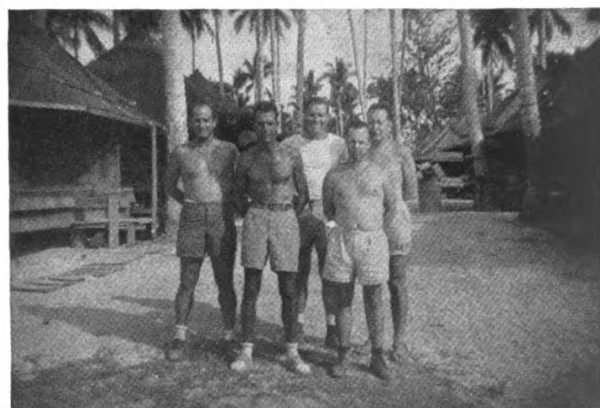
STORY-TELLER HERZOG AND
SCUTTLEBUTT KEENAN



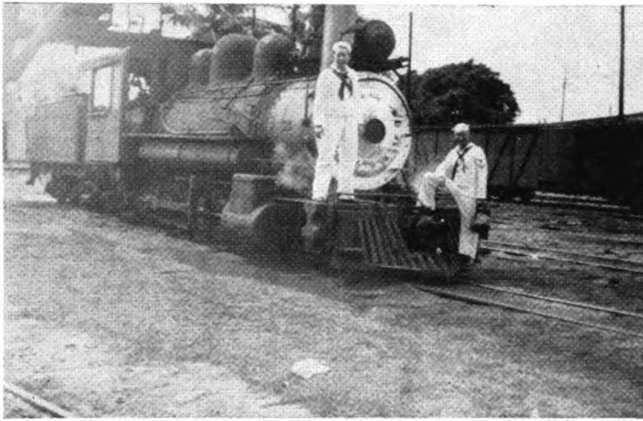
"SANDY" SANTHOUSE CELEBRATES V-J DAY



LT. TONGREN AND ROGER CHARLES
OIL THE TALKING MACHINE



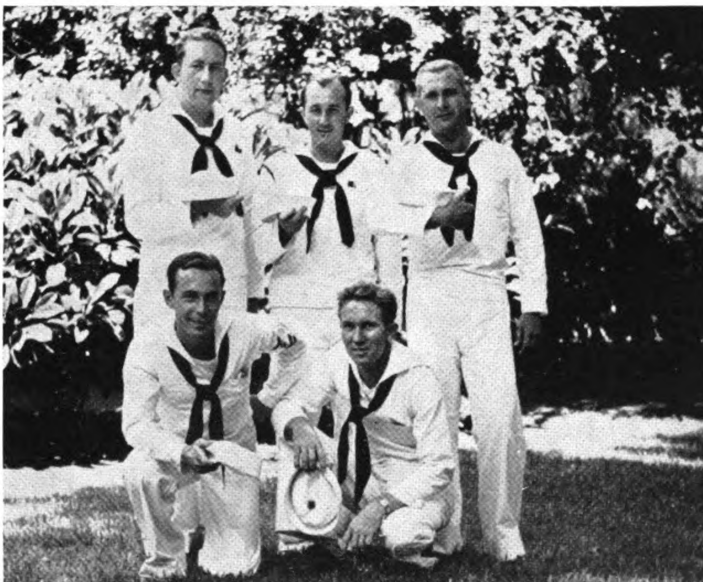
THE BRAIN TRUST
ABLON, LITTLE, MILLER, SHEA AND HAGER



"P. G." Hager and Bill Hanford pose on one of
Oahu R. R.'s monster "locos."



Hickey, Bass, Utterbach, Bloom, Cvacho and Bales.



Harry Glodblatt and George Kaiser, front.
P. G. Hager, Mike Mahler and Charlie Filman, rear.



Ed Berg goes native.



Louis Coletti . . .
disposed of.



Ted Newhall, master photographer.

THE GRAB BAG




Filipino sport.



Hilo Maidens.



Schilling and Butler.



Hawaiian jungle.

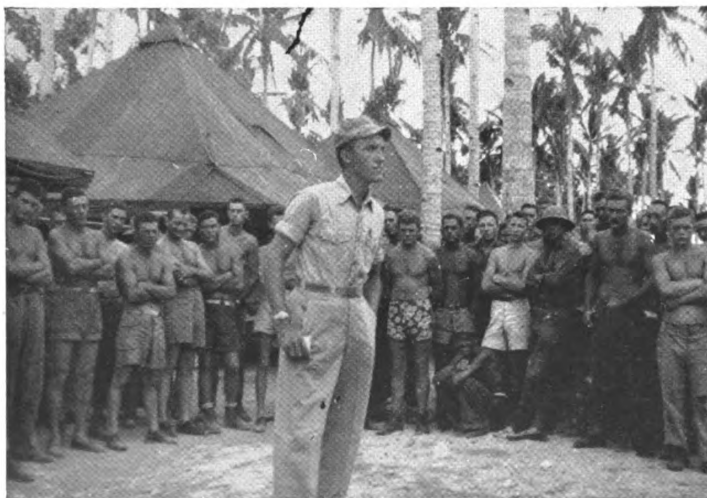


Naval housing.

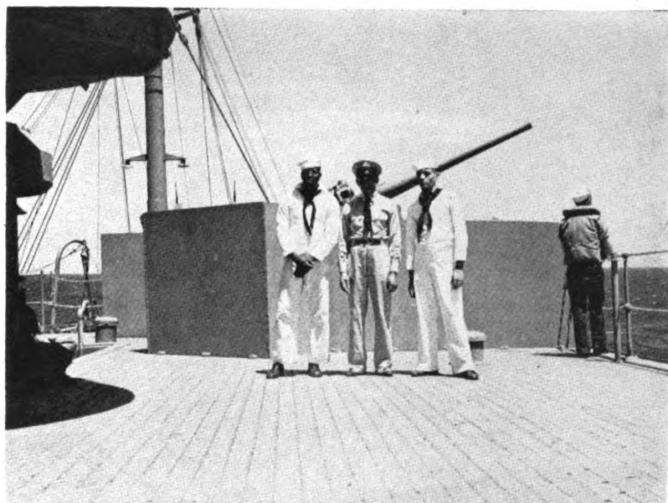


The rainy season at Calicoan.

Oboe 2 group with captured Jap flag.



Lt. Griffin gives the boys a pep talk
before leaving for Borneo.



Fred Jenkins, Chief Allen and Frank Ray Midway bound.



Seabee calendars.

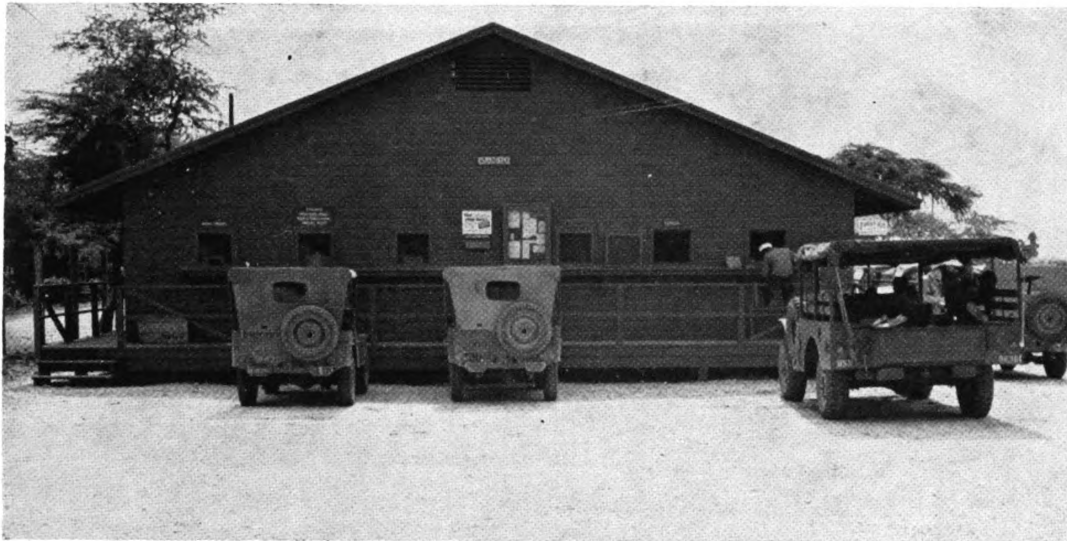


The flag is lowered to half-mast in honor of the late President.



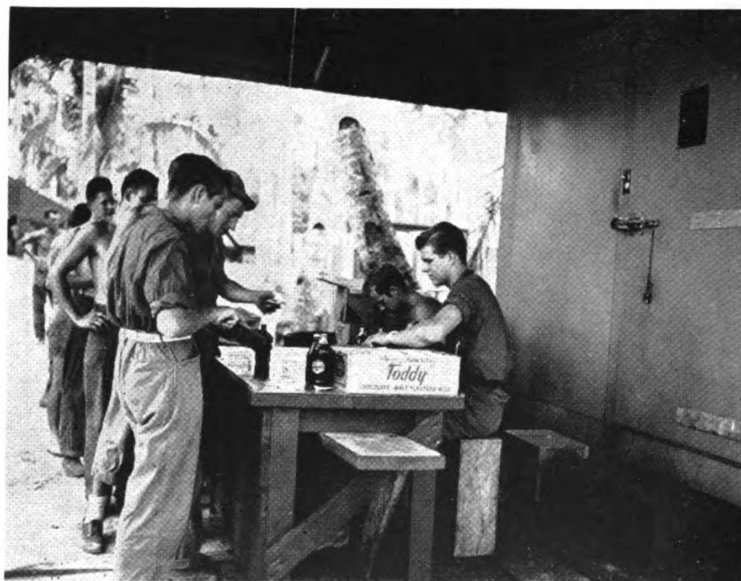
DYNAMITE CREW AT MIDWAY

Armstrong, Miller, "Dynamite Joe" Roeder, Zabel, Patton, Murphey.



Administration building at "JRA".

Other liquid refreshments are available besides beer.

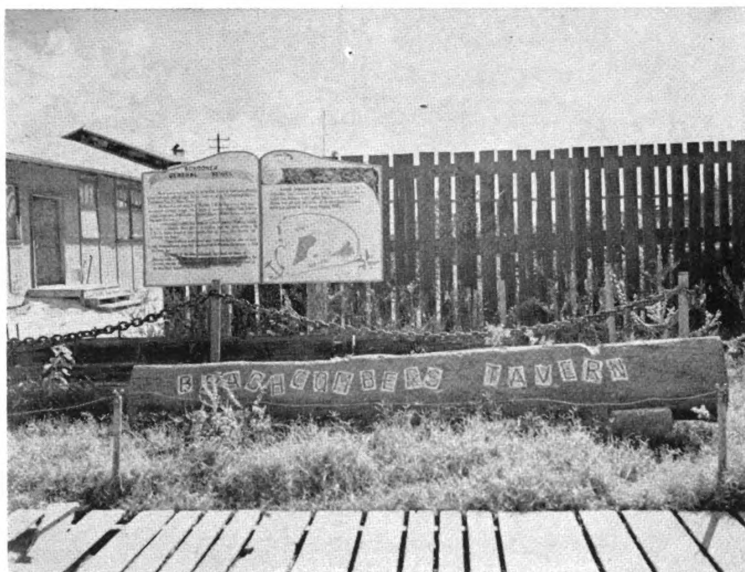


First—Moren, Wilson, Cain, Stefanick, Mullen.
Second—Shipman, Tiedchen, Lord, Antonitis,
Walsh, McDougall, Hurley. Third—Rutherford,
Florence, DuBois, Johnson, Talley, Wilcox, Merrill.

*Camp Catlin figures ONLY.



Victor 5's camp at Mindanao.

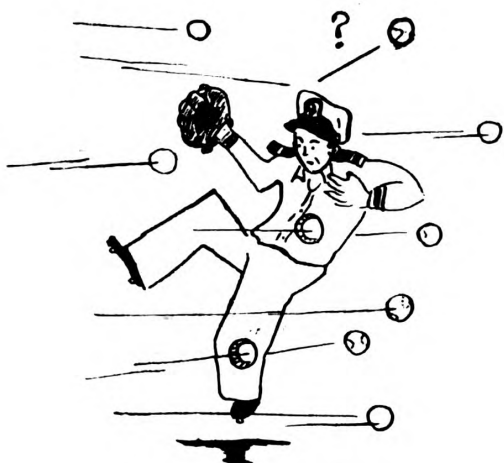


Discarded Marine beer garden at Midway.



Administration area, Camp Bradford.

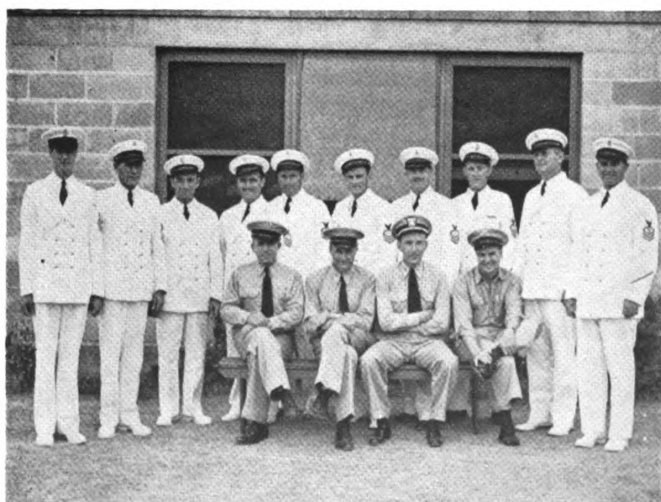
Admiral Nimitz visits Midway.



Lt. Bode on the firing line.



Overheard in the chow hall.

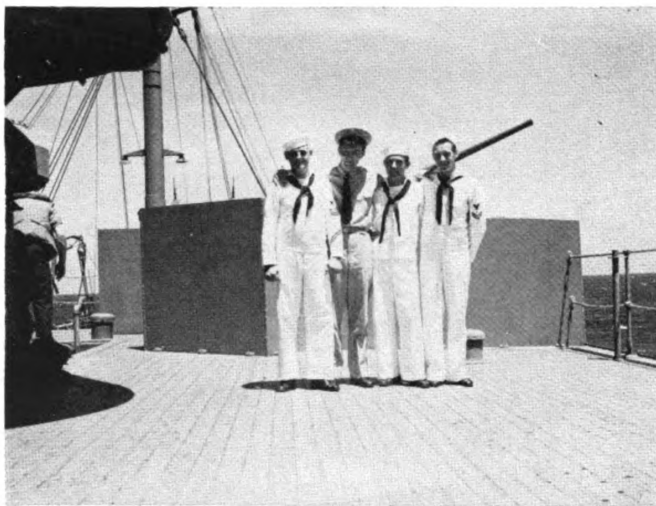


COMPANY D

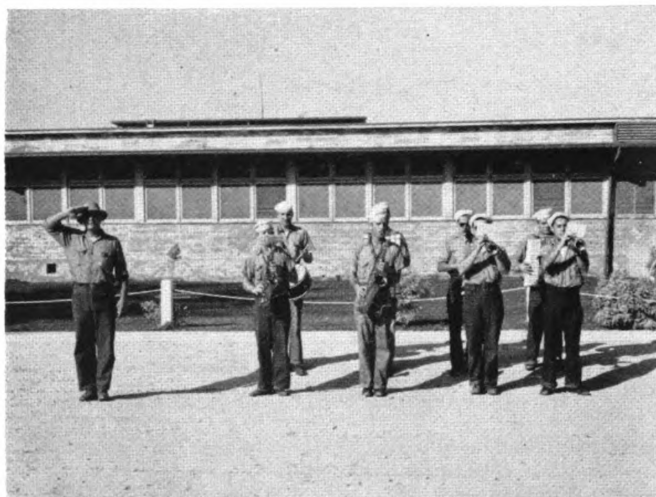
Seated—Johnson, Stiles, Lt. Bode, Harper. Standing—Ayers, Wilson, Goodding, Miller, Prevratil, Glore, Newton, Powers, Burdette, Travis.



Lt. Wagor bags a 14 footer at Cebu.



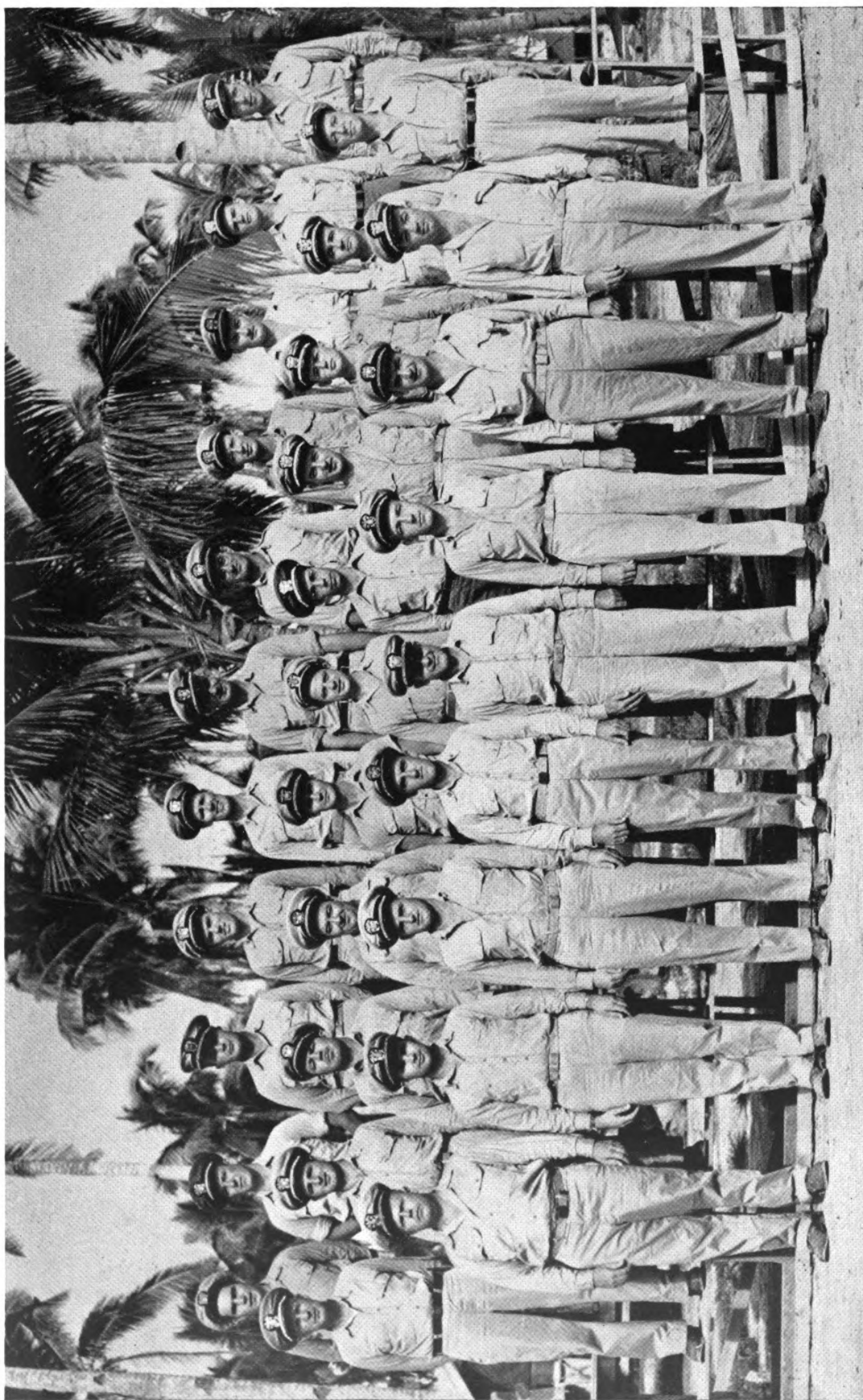
Tiedchen, Moran, Lord and Antonitis.



10th Bn. orchestra subs at morning colors for the Marine Band at Midway.



A waterspout at Calicoan.



OFFICERS

First Row—Ens. Matt A. Hautala, Lieut. Richard C. Harrington, Lieut. Fritz B. Wager, Lieut. William M. Griffin, Jr., Lieut. Comdr. Edgar S. Winham, Lieut. William F. Bode, Lieut. Thomas N. Uffelman, Jr., Lieut. Donald M. Monroe, Second Row—Ch. Carp. Eugene O. Eubank, Ens. George T. Gay, Ch. Carp. Chester L. Johnson, Ch. Carp. Edwin L. P. Bloxam, Lieut. [ig] Robert P. Tongren, Lieut. William E. Davis, Lieut. [ig] Roy A. Kelley, Ens. John B. Adams, Ens. Clifford J. Kuhnte, Ch. Carp. George L. Miller, Lieut. Comdr. Ralph N. Shapiro, Third Row—Ens. William H. Parr, Ens. Joseph F. McKee, Ch. Carp. Emmett G. Jessee, Lieut. [ig] John L. Davis, Ch. Carp. Edward D. Ayers, Ch. Carp. Ralph H. Andersen, Ch. Carp. Paul D. Watson, Ens. Warren D. Bass, Ens. Bruce G. Henderson, Ens. John S. Andrews, Ens. John R. Bulct, Chaplain L. M. Lindquist, Lieut. Puszkiewicz and Ch. Carp. Rene P. Berlereau are missing from the picture.



HEADQUARTERS COMPANY—PLATOON I

First Row—Frederick F. Fountain, Paul R. Jeschon, Earl W. Moore, Kenneth E. Little, Charles O. Russell, William J. Stephens, Second Row—Eugene W. Seiberlich, Arnet H. Bascom, Walter Petriw, William H. Sigler, Harold L. Bruce, Harold T. Cofton, Third Row—Henry B. Lusby, Howard Wilson, George H. Kaiser, Gilbert W. Hoglund, Oscar G. Stephens, James L. Rowe, John W. Sage, Richard L. Walsh.



HEADQUARTERS COMPANY—PLATOON 2

First Row—Gerald E. Thuemler, Cornelius M. Shea, Irvin D. Thomas, Arthur I. Peterson, Robert A. Miller, Charles W. Stewart. Second Row—William R. Wilson, J. John Flor, Charles J. Schweers, Norwood A. Page, Stirling M. Hill, Arthur J. Pennewill. Third Row—Vernon S. Johnson, William J. Klein, Lester H. Dowty, Herbert J. Ketelsen, Warren E. Zemke, John L. Zan-grilli, John J. Powers.



HEADQUARTERS COMPANY—PLATOON 3

First Row—Harrison M. Harvick, Paul G. Hager, Theodore J. Smith, Robert J. Fichtel, Roger Charles. Second Row—Gordon L. Deck, Henry M. Munsch, Walton W. Nelson, Clarence O. Lanier, Louis J. Coletti, John A. Santhouse, John K. Cannon, Harry C. Pentz. Third Row—David F. Finn, Lee E. Witt, Leander C. Piercey, Frederick A. Ziffle, Howard F. Harmeier, James J. Butler, Victor F. Griffith, Ronald L. Peterson.



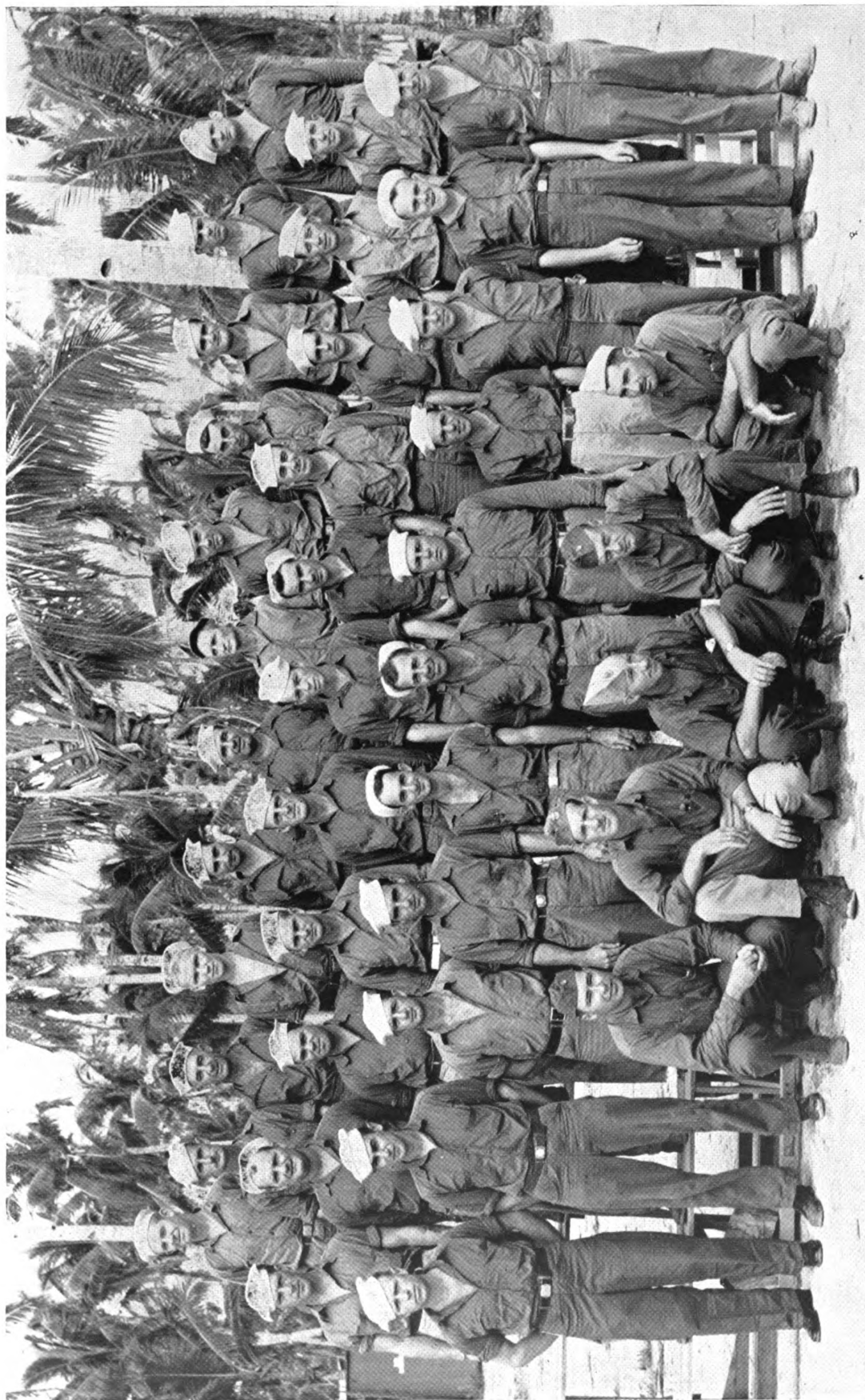
HEADQUARTERS COMPANY—PLATOON 4

First Row—Paul R. Cherry, David Ablon, James K. Nickerson, William G. Busam, Ernest Lewis, Jr., Harry R. Blevins, Second Row—Sidney Zeid, Robert W. Donahue, Donzal R. Pugh, Joseph L. Mathie, Jack E. Griffith, William H. Hill, Don H. Hurley, Third Row—John J. Pette, Elmer F. Westendorf, Marion R. Zeigler, Charles Goldsman, Ferdinand T. Francoeur, Huey A. Taylor, Benjamin F. Scarborough, Claude P. Holmes.



HEADQUARTERS COMPANY—PLATOON 5

First Row—John H. Rollins, John E. Hayes, John J. Byrnes. Second Row—George Westmoreland, Jr., Fred Edwards, Alford R. Laws, Homer Williams, Harold P. Villada, Harry E. Baker, James Buchanan, L. R. Beaver, Myron Sievert, Francis A. Puohau, James J. Fowler. Third Row—Raymond H. Poe, Parker B. Smith, Howard N. Purcell, Albert R. Witte, Bruce E. Alphin, William P. Toler, Peter J. Dobranski, Claude E. Crowl, Eugene N. Ritts, Donald E. Burse, Robert C. Gallarza. Fourth Row—Curtis A. Bessette, Rudolph B. Sosnowski, John H. Rector, Marshall J. Rowland, Ernest J. Wilcox, Erol P. Blue, Charles W. Teague, William E. MacMillan, Raymond Shato.



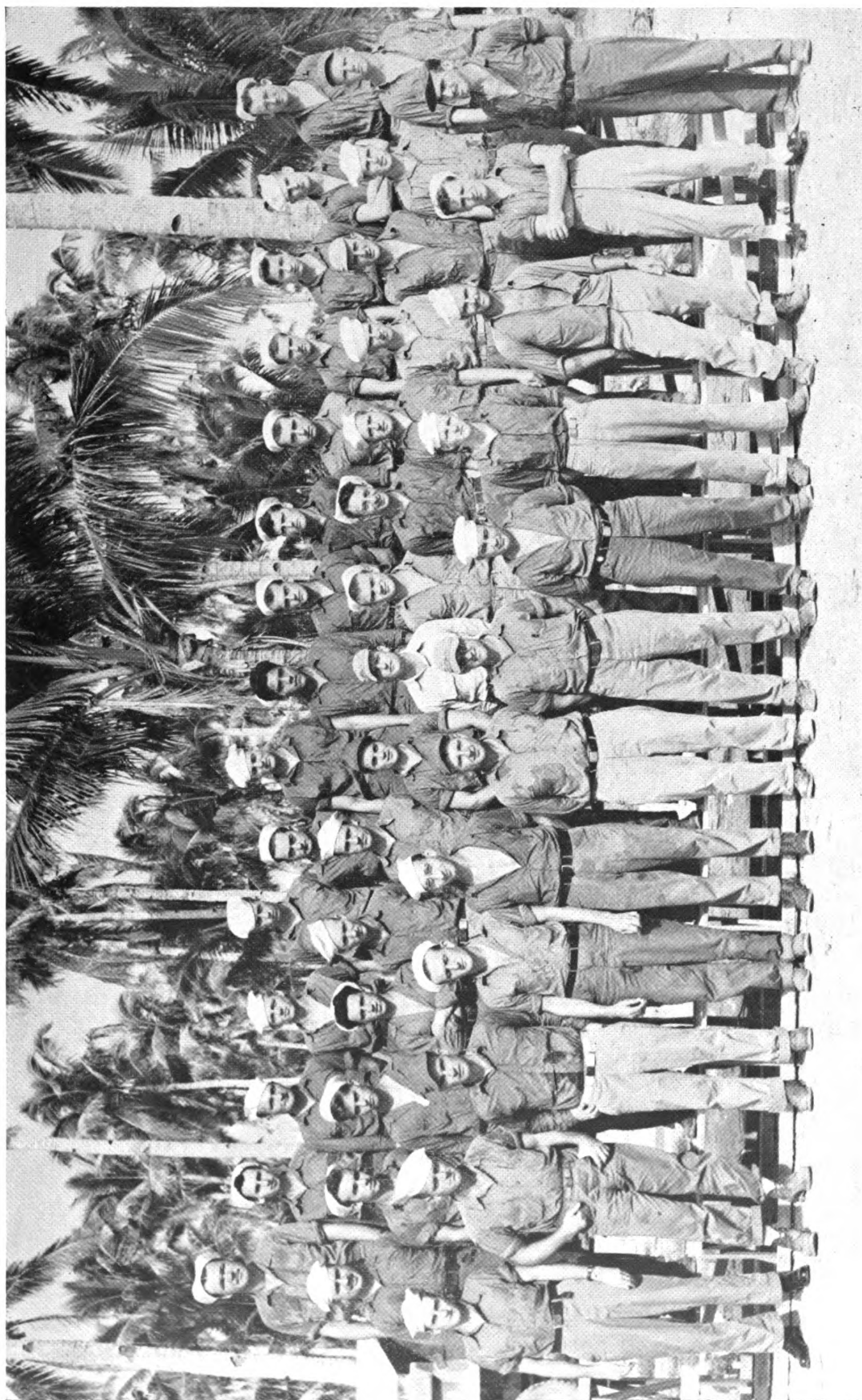
COMPANY A—PLATOON 1

First Row—Walter F. Dupont, Wylie F. Yates, Howard H. Belanger, Sam E. Fields, Leonard B. Edson. Second Row—Austin D. Bryan, Paul Baltrusajtis, Chester H. Short, Jarrette F. Du-
 bois, Gerald D. Dauterive, Hubert Fleming, Virgil V. Bass, Louis J. Bouchard, John C. Anderson, Earl P. Desselle, Walter L. Adams. Third Row—William H. Dale, Coy L. Rushing, Otto O.
 Evans, Ernest K. Jensen, Douglas L. Bales, Harold J. Benton, Anthony J. Citrone, William Cvacho, Charles A. Barnett, Jack M. Chesser, Sam Y. Hicks. Fourth Row—Homer O. Clawson,
 Julius E. Berning, George W. Krause, Victor R. Bloom, Jordan J. Besozi, Roland P. Childress, Merle H. Barrett, Charles A. Bactus, Walter H. Palmer, Walter W. Warner, Milan E. Parter,
 Choteau A. Blateney.



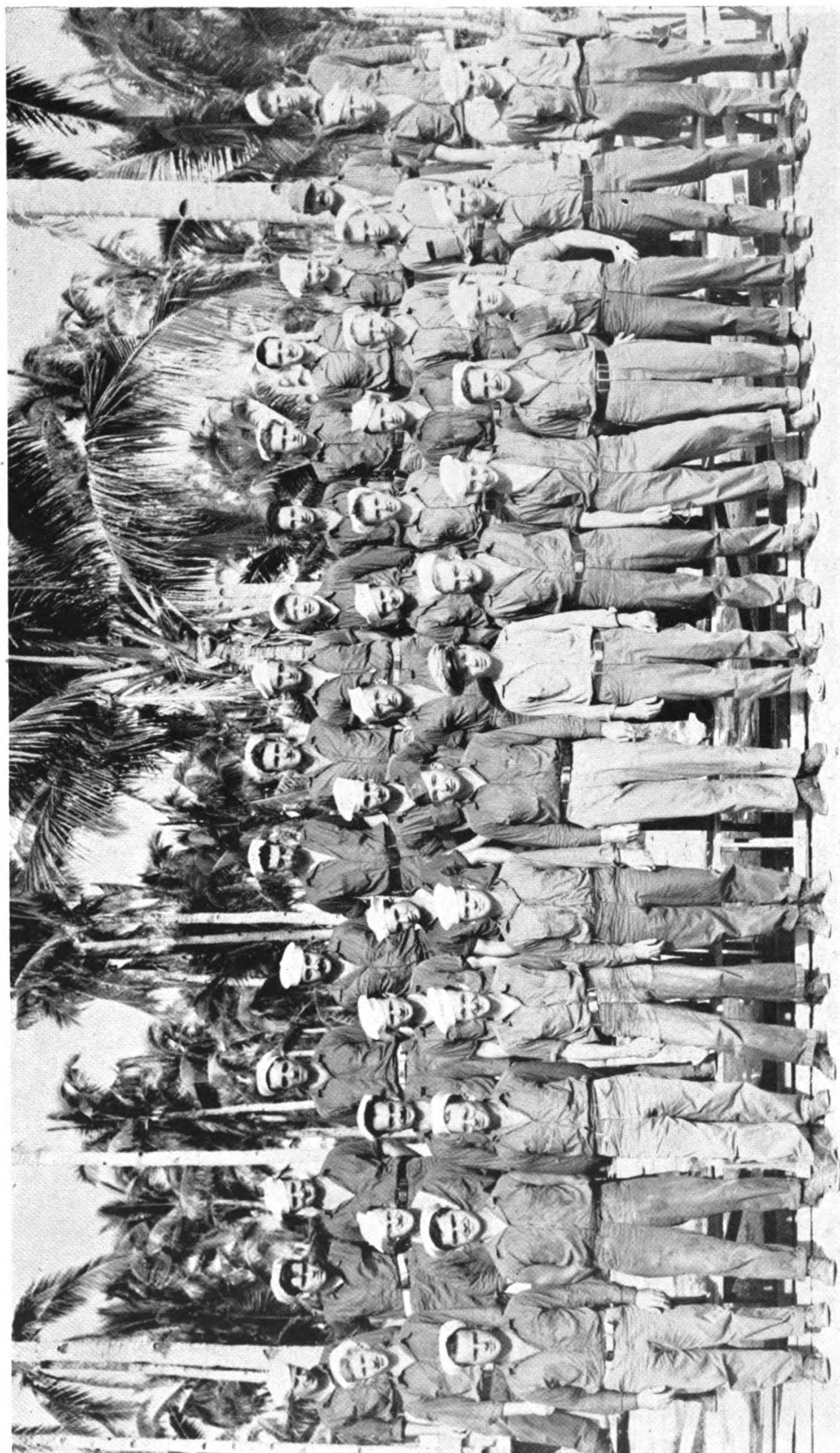
COMPANY A—PLATOON 2

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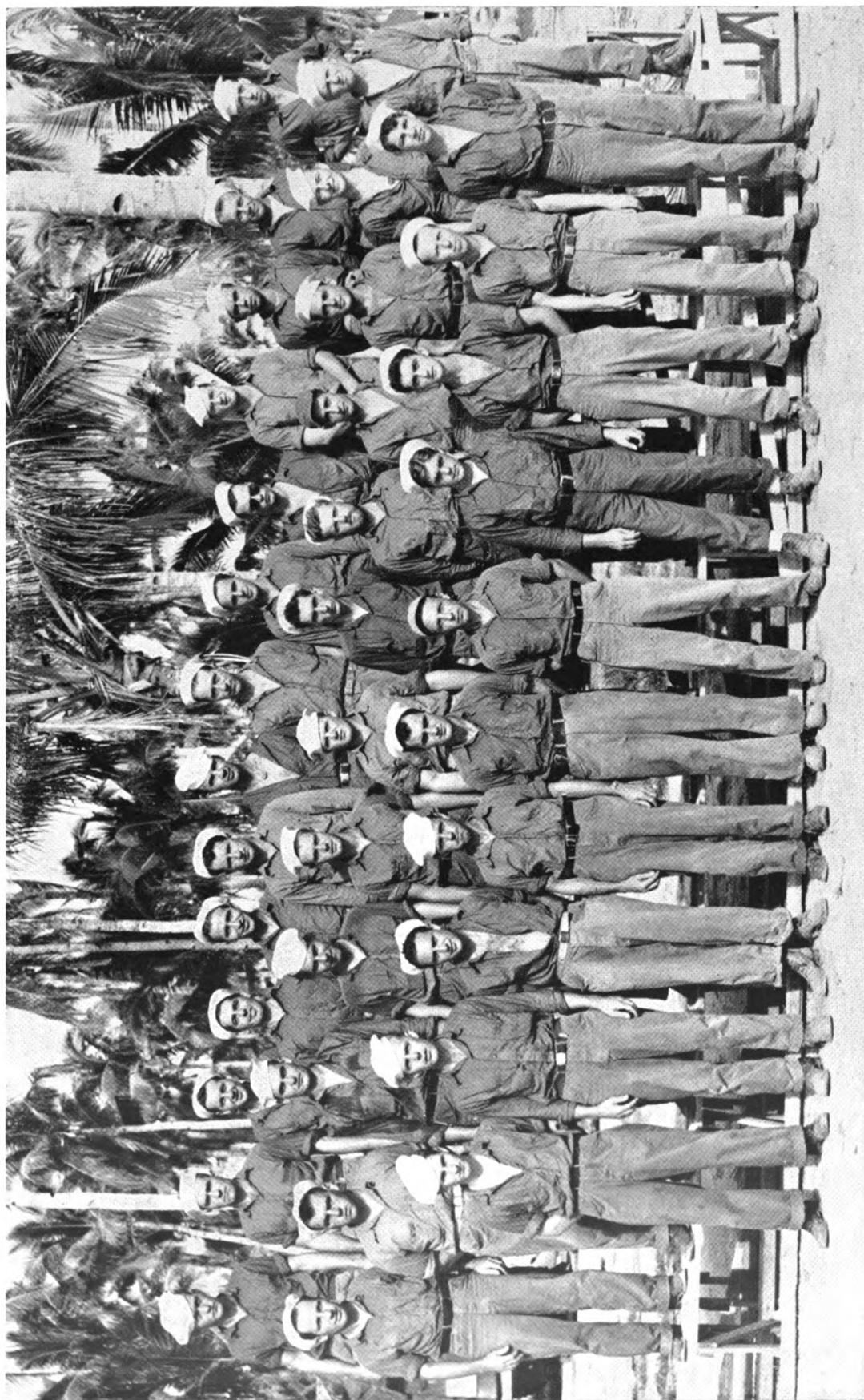
COMPANY A—PLATOON 3

First Row—Lyler P. Pyles, Loren F. Beebe, Stephen R. Koehler, Ernest F. Graham, Edgar W. Ulrich, Albert C. Clark, Neil Karstetter, Joseph W. Guest, Harry Jensen, Robert W. Cole, Eddie F. Mura, James M. Blount. Second Row—Everett A. Sanderson, Roe Lee, Jr., Edwin E. Hunt, Peter J. Carbone, Grover C. Barnett, Malcolm H. Hall, Donald D. Barfield, George H. Stearns, Robert E. Schultz, Harold Levin, Hubert T. Carroll, James H. Smith, Ronald F. Gilbert, John E. Magnuson, Norman M. Buse. Third Row—Johnnie L. Burkett, Fred Lamplowitz, Charles E. Hepner, Ernest G. Giles, Minyard H. Echols, Gordie L. Janoe, Foster T. Davis, Steve Aries, William L. Langford, Fred R. Dalton, Clarence Connor, Leroy I. Kroncke, George F. Wachs, Robert E. Hummel, Johnnie W. Glass.



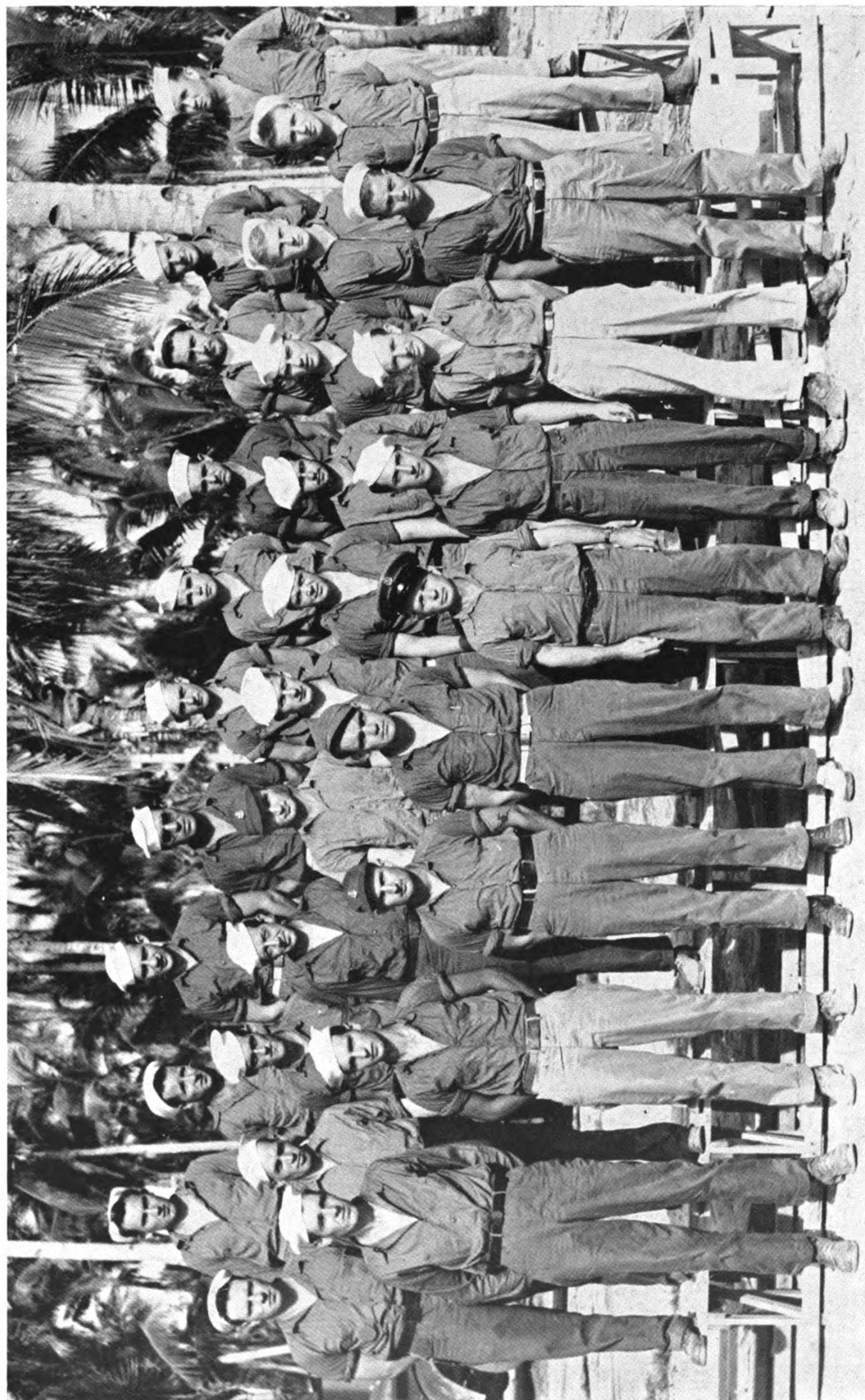
COMPANY A—PLATOON 4

First Row—George H. Kately, Thomas R. Rakovan, Finley G. Rominger, Reagan C. Williams, Eugene D. Hallock, Hiram L. Cudd, Jack F. Wellington, Werner C. Gosch, Joseph G. Beau-
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E. Marctel, Glenn C. Stewart, Charles N. Duffey, Arthur G. LeBlanc, Billy W. Proffitt.



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 George R. Blair, Lyndon J. Harrison, Leonard K. Heil, Chester L. White, Eugene W. Huffman, Wayne L. Sanders, Verne A. Shaw, Francis M. Seymour.



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First Row—Robert E. Moore, Jimmie E. Beauchamp, Walter C. Cade, Charles T. Eberhardt, Golda R. Blosser, John G. Taziolo, Donald E. Andrews, Everett H. Barnes. Second Row—Robert M. Peterson, Harlan Ebert, Charles F. Cavanaugh, Thomas J. Schuman, Max E. Gill, Jack E. Gockenbach, Ralph O. Hickey, James M. Marques, Richard D. Atwood, Raymond L. Rose, Stanley F. Nidospial. Third Row—William B. Payne, Harry J. Devlin, Chester H. Stuch, Albert A. Bottiani, Bobby N. Tucker, Kenneth H. Hudson, Dewitt T. Fugate, Stephen J. Lamb, Fourth Row—C. Douglas, Peter Zabal.



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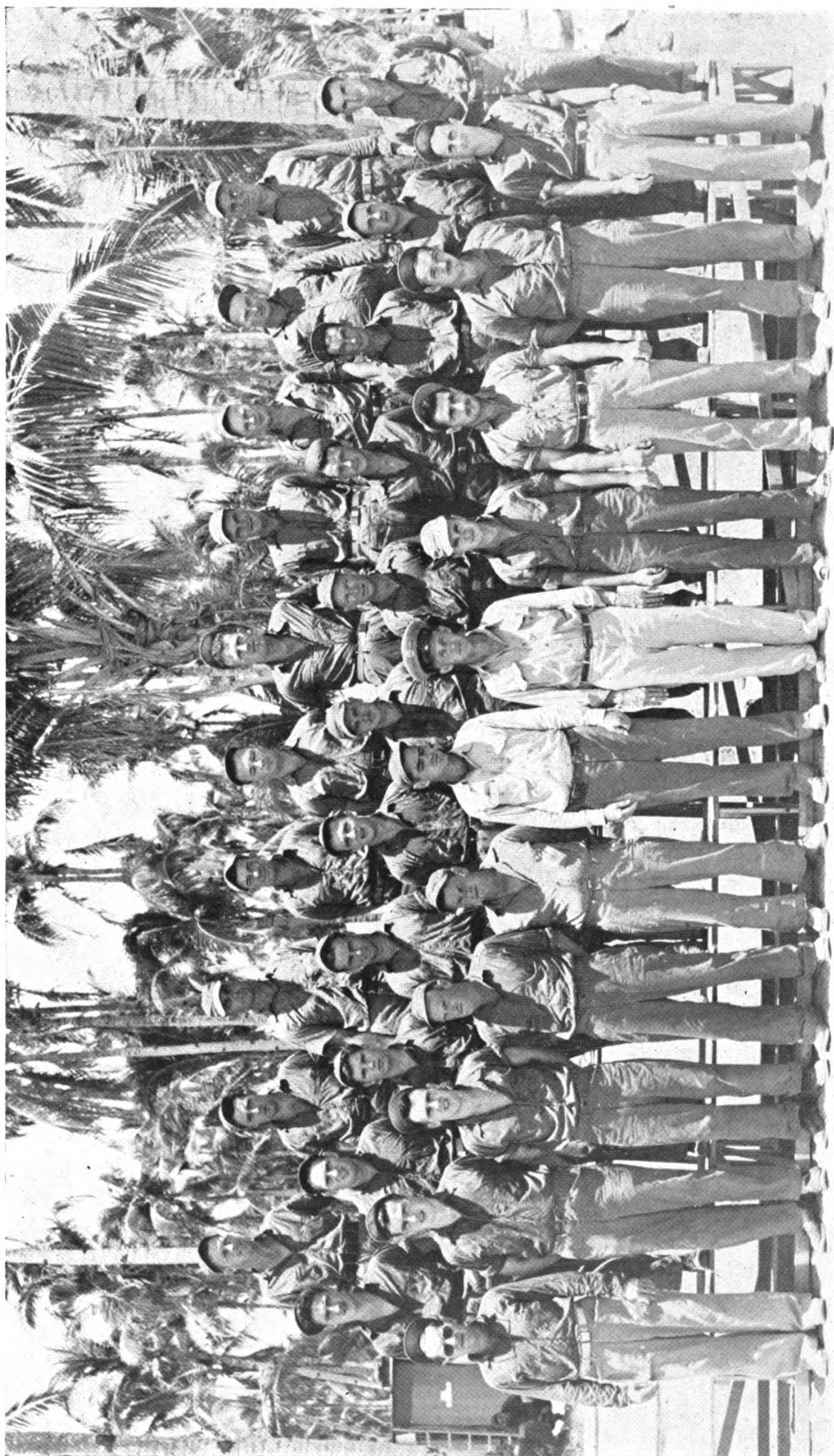
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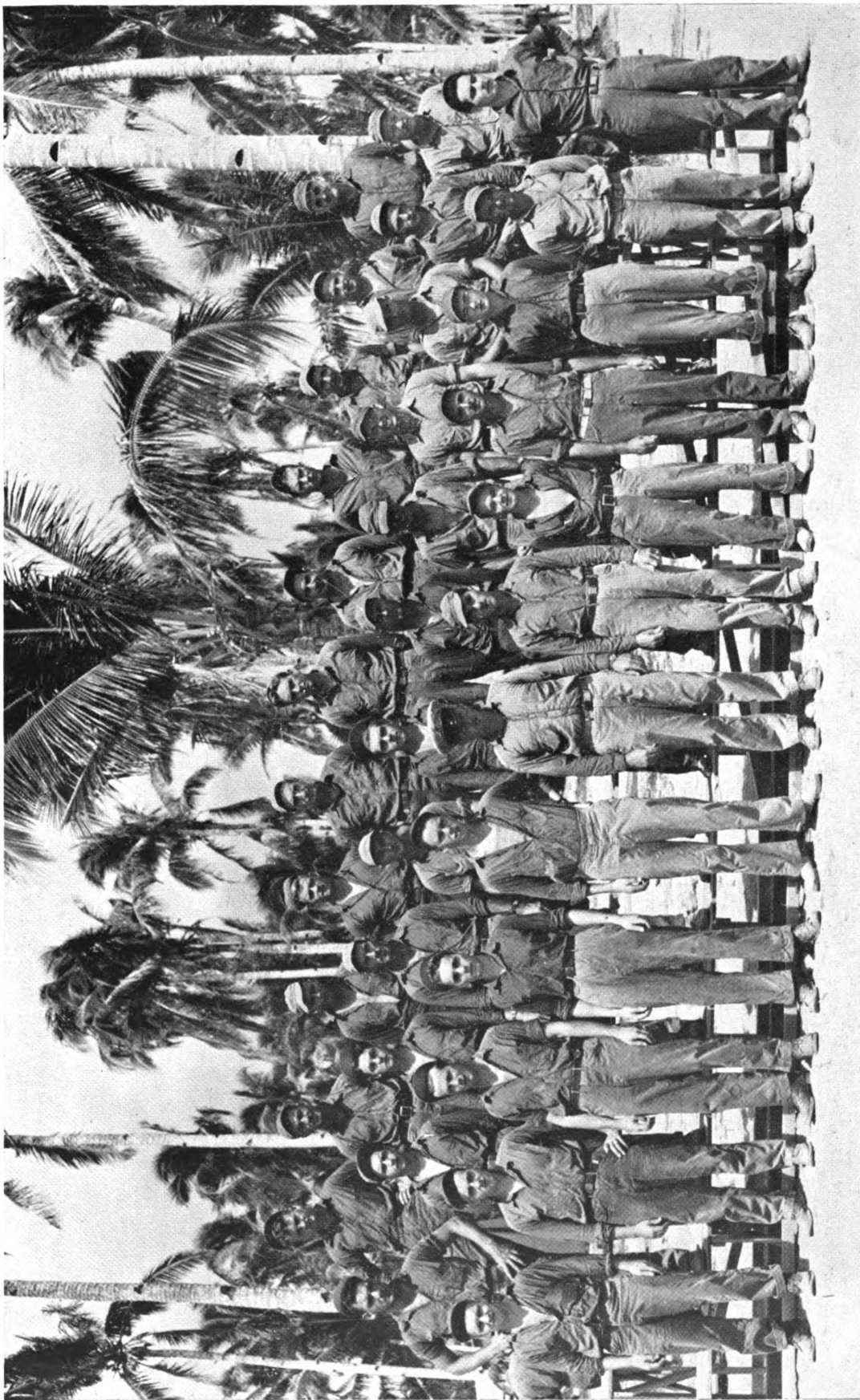
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COMPANY C—PLATOON 4

First Row—Walter J. Koralewski, Raymond E. Scheetz, Walter J. Guerin, Raymond E. Scherrer, James P. Flannigan, James H. Neil, John W. Y'barbo, Gerald F. Higham, Hugh P. Beaton, John M. Snively, Casimir S. Antos, Robert W. Ellis, Second Row—Phelan B. Foster, Gunthor M. Schramm, Edward H. Sanders, Albert N. Lindsey, Clyde T. McCormick, Vernon Worthington, Charles M. Cross, Henry G. Mayer, Garland M. Hurst, John D. Fritzing, Alfred C. Prather, Joe F. Griffin, Third Row—Robert E. Patrick, Harold F. Gringer, Robert Rundell, William M. Rowell, Anthony C. D'Amico, Frederick F. Fairbrother, Cyril P. O'Neill, William F. Moon, Wilmer A. Toups, George B. Frederici, Lee M. Papin.



COMPANY C—PLATOON 5

First Row—Gordon C. Rains, Theodore N. Reardon, Alex Rymniak, Michael F. Burke, Roland P. Genereux, Stanley E. Wesolowski, Henry O. Hoyer, Second Row—Estel Salyers, Taylor G. Williamson, George W. Stiff, Leonard J. McCarthy, Virgil O. Colberg, Wesley L. Newton, Frank W. Graham, Fred O. Rebello, Third Row—Lenson B. Philbrick, Kermit E. Richmond, James G. Prafer, Jack S. Vogel, Edward F. Pertett, Harry W. Gifford, Gilbert H. Gates, Samuel Ransome, Howard S. Lanthorn.



COMPANY C—PLATOON 6

First Row—Albert H. May, Henry E. Shurling, William W. Hess, Jonas T. Ressler, James E. Spence, Frank L. Swanson, Chester T. Barbour, Billie Connole, Artie P. Boyette, Robert E. Schwabik, Elwood A. Martstrom, Charles S. Swartzlander, Paul E. Wheaton, Eugene W. Johnson, Second Row—Willie L. Standridge, Clinton C. Straughan, Patrick O. Daly, Robert O. Anderson, Harold J. Fethy, Willard L. Mullett, Luther Helton, Paul S. Schultz, Harry C. Kelley, Richard G. Snow, Alvis A. Byers, Oswald Faulkner, Frank H. Matern, Herman J. Becker. Third Row—Jack Willard, Roger H. Mahler, Fred H. Gruender, Felix Barton, Elwood W. Wilkins, Frank B. Savage, Ransome F. Greene, James J. Fowler, Gail L. McKibben, Frank G. Spisak, Bruno F. Tirelli, Robert O. McPherson, David J. Mullenex, Ferman D. Richardson.



COMPANY D—PLATOON I

First Row—Doyle Cawthon, Paul C. Roberts, Charles H. Taylor, Jack D. Riggan, Arne G. Pearson, Elmo A. Posio, Walter D. Nelson, Farrell E. West, Paul M. Rowley, Rufus P. Stevens. Second Row—Frank L. Wallace, Woodman F. Waller, Darrell E. Hall, George C. Robinson, William E. Schoning, Elmer W. Magandy, Joseph E. Walker, David A. Logemann, Ketchel C. Duncan, Lloyd H. Libolt, Russell E. Kroger. Third Row—Harold P. Taylor, Robert P. Senee, Louis N. Bright, Leo K. Zimmermann, James F. Ponder, Joseph L. Whitmer, Peter A. Meloveck, Freddie J. Copeland, Lui P. Musso, Carlo Spadaccini.



COMPANY D—PLATOON 2

First Row—Owen Rennekamp, Samuel Adkinson, Edward A. Sielicki, Howard B. Reich, Herbert E. Mundy, John W. Salter, James C. Stanberry, Clarence O. Nelson, Donald C. Evans, Haywood C. Younklin. Second Row—William P. Beck, Atlas G. Ownbey, Gordon D. Stegner, Agostino A. Alviggi, Arthur A. Sudbrack, Harold E. Rennie, Maurice C. Vanderford, Charles C. Thompson, John Kroucho, Adolph Rich, Charles E. Baker, James R. Walburn, James A. Yates. Third Row—Albert B. Votal, Glenn W. Wallace, Walter S. Salles, George A. Woynar, Charles J. Woods, Ralph F. Walters, Walter O. Eggleson, Albert C. Wooten, David J. Seng, Edward M. Ignatavich, Charles C. Wilson, Dempsey Carney.



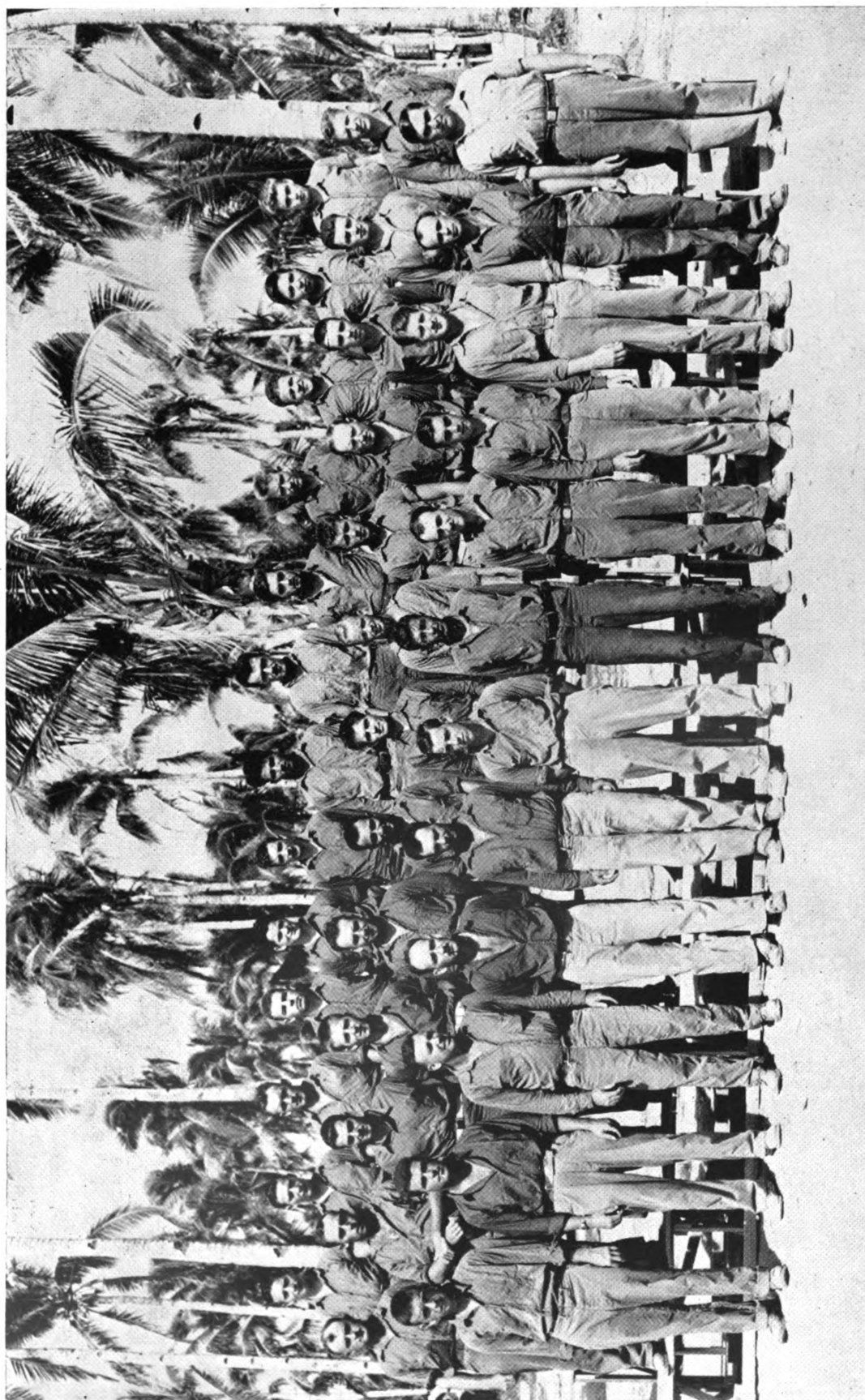
COMPANY D—PLATOON 3

First Row—Grady E. White, Max Schent, Claude Ware, Walter J. Biga, Malcolm Tweed, Vernon B. Chandler, Robert W. Swartz, Billy L. Walker, Elias F. Snyder, Charles M. Van De-
Putte, Grady A. Smith. Second Row—Virgil L. Robinson, DeVere Wood, Edward P. Delomas, Joseph R. Lamontagne, Leonard E. Dreistadt, Claude F. Sullivan, James H. Black, Norman
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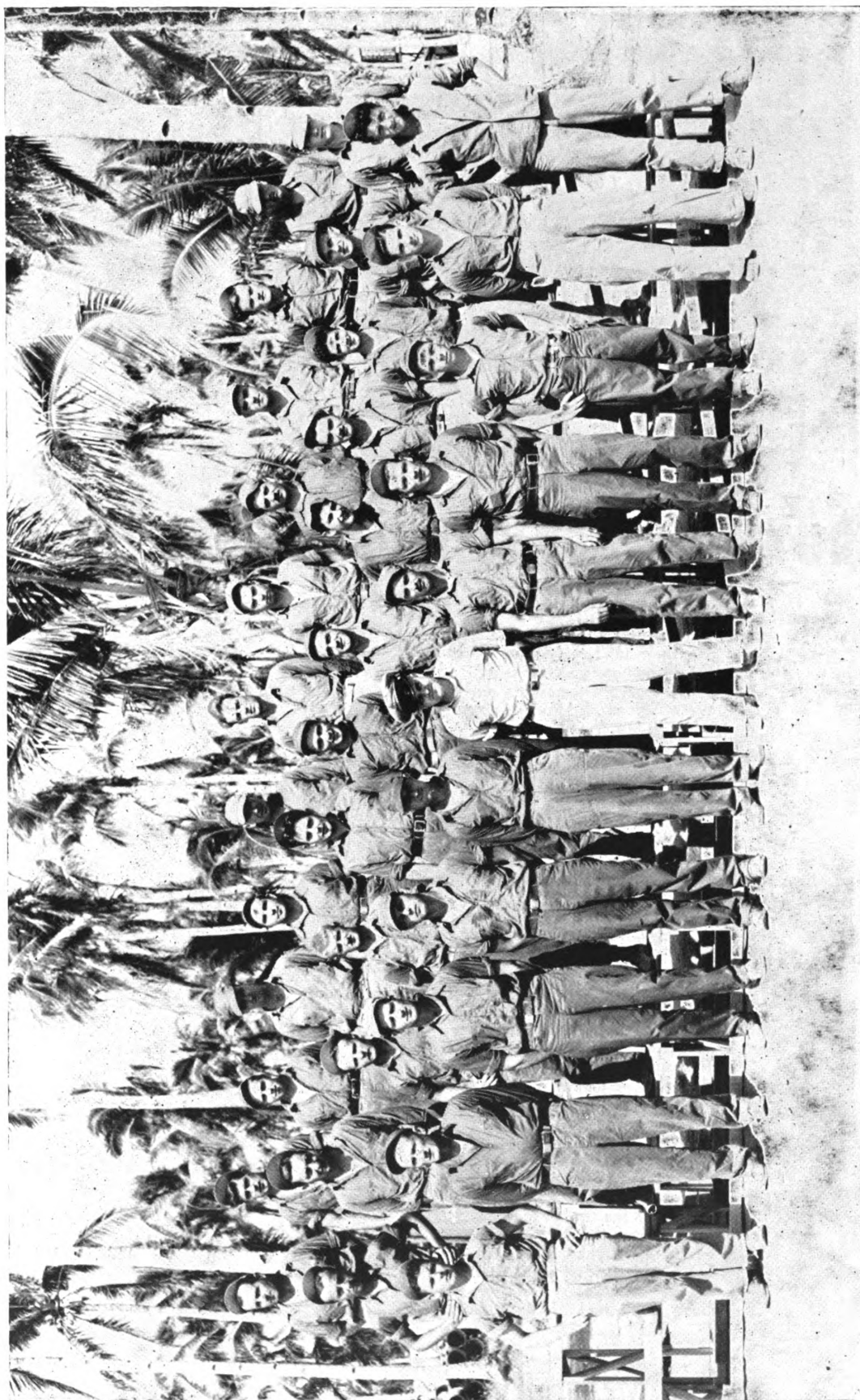
COMPANY D—PLATOON 4

First Row—Clyde W. Coyne, Thomas F. Scully, Lester P. Rose, Luther M. Warren, Walter G. Jones, Chester M. Bowen, Francis D. Cahill, Clayton A. Rasmussen, Edward A. Spratt, Howard J. Schuette, Clarence Foraker, Henry D. Thomas. Second Row—Kenneth W. Williams, Robert N. Williams, John E. Stewart, George Sutton, Edward J. LaBuda, Buford J. Waller, Floyd T. Wisener, Herbert B. Swillinger, Robert Watrobe, Earl A. Tracy, Raymond C. Smith, Emmett A. Lochhart, James L. Dozier. Third Row—Marlan C. Wells, Joseph F. Haughey, Clyde Rickard, Stanley E. Wroblewski, William N. Herrold, Lawrence E. Nared, Homer C. Smith, Herschel L. Thornton, Jack J. Cuddington.



COMPANY D—PLATOON 5

First Row—Albert Williams, Dalma P. Crocker, Henry W. Thornell, William N. Thompson, Gordon Whited, Robert J. Quallich, Gene B. Wadlow, John D. Rodden, Robert S. Werner, Roy M. Lind, Roland G. Warren. Second Row—Woodson Wyatt, George J. Van Lienen, Herbert D. Smith, Paul S. Wysocki, Harold A. Steeve, Milton Wise, Arville J. Sanders, Edward D. Williams, Darrell J. Springer, Charles W. Jordan, Alex Grieves, Marvin L. Olsen, Richard A. Sypher. Third Row—Troy Sweet, Roy Sweet, Oliver O. Wiley, Vincent Ritzert, Joseph E. Mills, Loren A. Baker, Marcelino B. Sosa, Philip Ruchta, Albert C. Eatle, Johnnie M. Williamson, George B. Waller, Charles D. Carrisoza, Cicero G. Woodward, Melvin C. Chisholm.



COMPANY D—PLATOON 6

First Row—Robert L. Steedley, Lionel Blount, Lester C. McMichael, Julius J. Shaffer, Charles T. Sykes, John E. Dooley, Lynwood E. Conger, Joseph Misak, Harry H. Whitehouse, Earl E. Walls, Second Row—Carl M. Wynn, Chester M. Swindell, Billie C. Strickland, Billy R. Asselin, John C. Smith, Joseph F. Silver, Robert H. Scott, Ramond T. Kiter, Philip W. Cotter, James F. Donnelly, Lorn D. Gould, Wilmer J. Williams, Third Row—John Mason, Nathaniel M. Edmonds, Harold L. Turbyfill, William H. O'Brien, William J. Kuwit, Raymond J. Scales, Darrell P. Woolf, Francis L. Witman, Carlo Rizzo, Roy L. Smith, Edmond J. Tolbert, Sam Alvarado, Longin F. Kloc.



BEAUTIFUL, BEAUTIFUL, MIDWAY

We arrived here one bright sunny morning
 We knew not how long we would stay;
 We haven't yet gone stir crazy,
 But we'll get there most any day.
 We waddle around like the gooneys;
 It has it's humorous side;
 We haven't yet gone looney,
 But that's for you to decide.

The Marines, they live like the gopher,
 They eat only two meals a day.
 They sleep in the ground like a badger,
 It makes them tougher they say.
 They're tough, boys, and don't you forget it,
 But they're human just like you and I,
 So—"Hello, Joe" and "Hi, Mac" forever—
 Let's play, fight and work side by side.

The Army is here — — so they tell us,
 They fly through our beautiful skies.
 The USO has failed them,
 So now, boys, they're just our size.
 Let's join in a song while we tell them
 The soldier, the sailor, the marine—
 We'll stay here on Midway forever,
 No matter how tough it may seem.

O-OOH! Beautiful, beautiful Midway,
 The land where the gooney birds play,
 We're proud of our predecessors
 Who held the Japs at bay.
 You live in the sand or scaveoli
 Or out where the sea breezes blow.
 But you'll always be on Midway
 The God-Damndest place that I know!

(Sung to the tune of "Beautiful, Beautiful Texas".)



Lt. Bode and "Mickey" Finn check the copy.



John Santhouse, Dale Devore and John Flor burn the midnight oil to meet the deadline.

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Fifth Battalion Commissioned at Camp Bradford, Va. 25 May '42.

Co's A, B & Section AB of Hdq. Co. left Camp Bradford, Va. 5 June '42. Arrived at Davisville, R. I. 6 June '42.

Co's A, B & Section AB of Hdq. Co. left Davisville 11 June '42. Arrived at San Francisco 15 June '42.

Co's C, D & Section CD of Hdq. Co. left Camp Bradford, Va. 11 June '42. Co. D and Sect. D of Hdq. Co. arrived at San Francisco 15 June. Co. C and Sect. C of Hdq. Co. arrived at San Francisco 16 June '42.

Battalion left San Francisco aboard S.S. Lurline 16 June '42. Arrived at Honolulu, Oahu, T. H. 21 June '42.

Co. A & Section A of Hdq. Co. left Honolulu aboard U.S.S. Midway and Regulus 11 July '42. Arrived at Midway Islands 17 July '42.

Detachment left Pearl Harbor aboard S.S. Kilauea 19 July '42. Arrived at Palmyra 24 July '42.

Detachment left Pearl Harbor aboard U.S.S. Midway 30 July. arrived at Palmyra 5 Aug. '42.

Detachment left Pearl Harbor aboard U.S.S. Wright 1 Aug. '42. Arrived at Midway 5 Aug. '42.

Detachment left Pearl Harbor aboard U.S.S. Beryl 4 August '42. Arrived at Johnston Is. 8 Aug. '42.

Detachment left Pearl Harbor aboard YHB-10, 10 August '42. Arrived at French Frigate Shoals 13 Aug. '42.

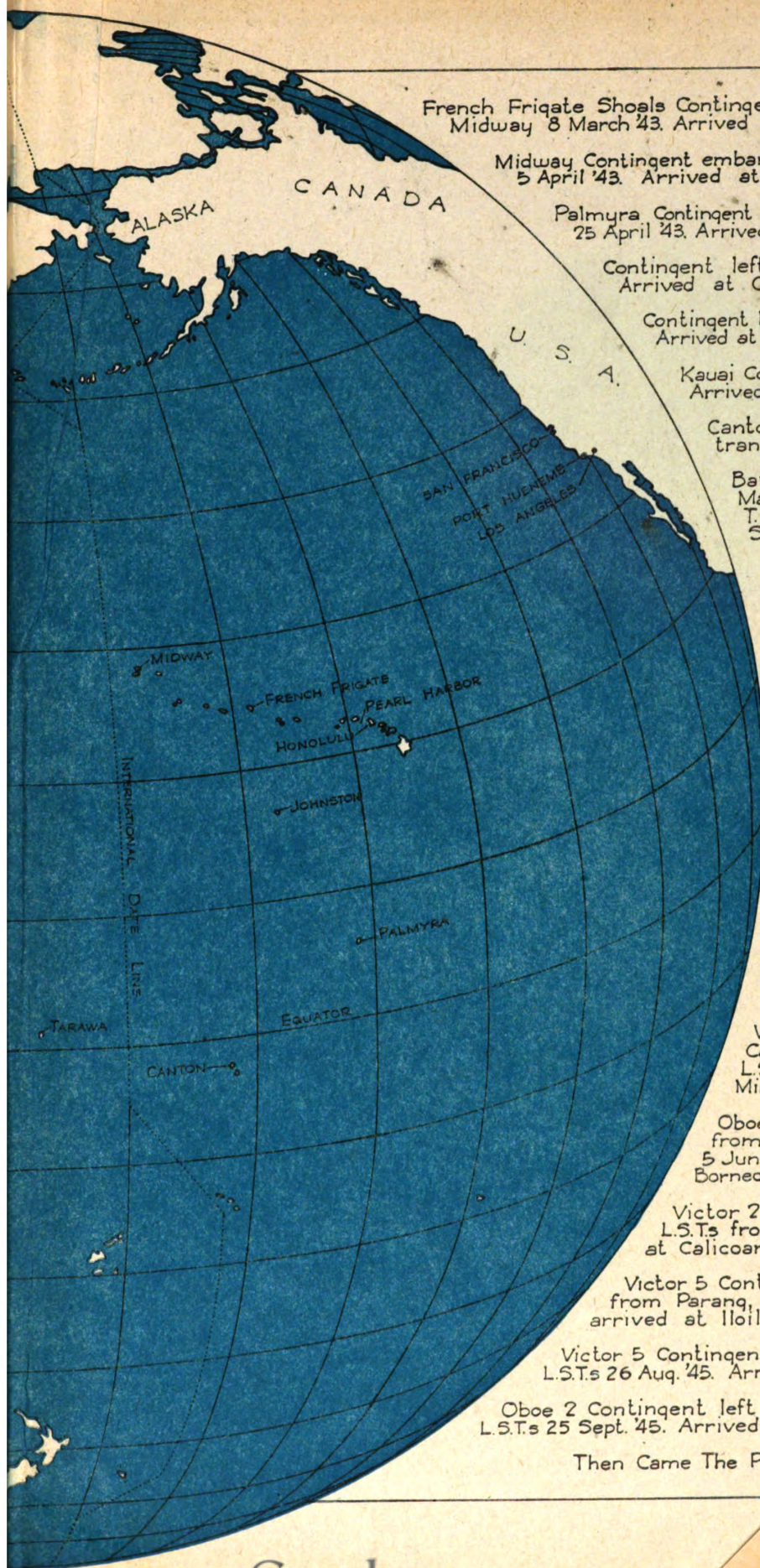
Co. D left Pearl Harbor aboard U.S.S. Midway 22 August '42. Arrived at Johnston Island 25 August '42.

Co. B left Pearl Harbor aboard U.S.S. Wright & Regulus 4 Sept. Arrived at Midway 10 Sept. '42.

Co. E left Pearl Harbor aboard U.S.S. Burroughs 8 Dec. '42. Arrived at Midway Islands 15 Dec. '42.

Contingent left Johnston Is. aboard U.S.S. Midway 21 Feb. '43. Arrived at Pearl Harbor 24 February '43.

Johnston Is. Contingent left Pearl Harbor, Oahu, aboard U.S.S. Midway 28 Feb. '43. Arrived at Palmyra 5 March '43.



French Frigate Shoals Contingent embarked on U.S.S. Midway 8 March '43. Arrived at Pearl Harbor 21 March '43.

Midway Contingent embarked on U.S.S. Henderson 5 April '43. Arrived at Pearl Harbor 10 April '43.

Palmyra Contingent embarked on U.S.S. Midway 25 April '43. Arrived at Pearl Harbor 30 April '43.

Contingent left Pearl Harbor 15 June '43. Arrived at Canton Island 21 June '43.

Contingent left Pearl Harbor 10 July '43. Arrived at Kauai, T.H. 11 July '43.

Kauai Contingent embarked 14 Sept. Arrived at Pearl Harbor 15 Sept. '43.

Canton Island Contingent was transferred to Regiment 16 Mar '44

Battalion embarked on S.S. Matsonia at Honolulu, Oahu, T.H. 19 March '44. Arrived at San Francisco 24 March '44.

Battalion embarked at Port Hueneme on U.S.S. Cape Neddick 10 Jan. '45. Arrived at Calicoan, Philippine Is. 25 February '45.

Victor 2 Contingent left Calicoan aboard LSTs 1 April '45. Arrived at Cebu City, Cebu, 2 April '45.

Victor 5 Contingent left Calicoan 12 April '45 aboard L.S.T.s. Arrived at Parang, Mindanao 17 April '45.

Oboe 2 Contingent embarked from Calicoan aboard L.S.T.s, 5 June '45. Arrived at Balikpapan, Borneo, 7 July '45.

Victor 2 Contingent embarked on L.S.T.s from Cebu 25 May '45. Arrived at Calicoan 26 May '45.

Victor 5 Contingent embarked on L.S.T.s from Parang, Mindanao 26 June '45. Arrived at Iloilo, Panay 28 June '45.

Victor 5 Contingent left Iloilo, Panay L.S.T.s 26 Aug. '45. Arrived at Calicoan.

Oboe 2 Contingent left Balikpapan L.S.T.s 25 Sept. '45. Arrived at Calicoan.

Then Came The Point 5

